

THE COMMERCIAL MOTOR

FRIDAY, JUNE 30, 1961
ONE SHILLING

**TRANSPORT
for
AGRICULTURE**

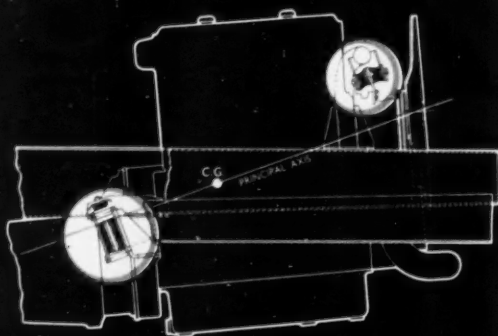


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ENGINE SUSPENSION

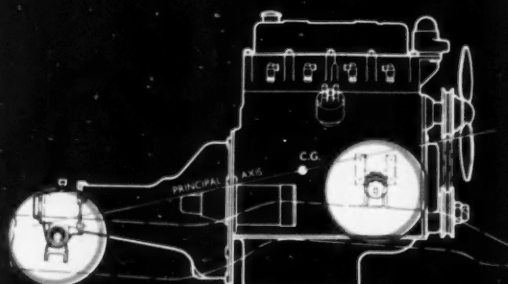


1

If practical considerations could be ignored there would be no problem in providing the ideal suspension for every motor vehicle engine. Mountings would be disposed symmetrically about all three principal axes of inertia and fitted on the longitudinal axis on the lines of "Floating Power" — the suspension technique developed by Metalastik in this country. Such an arrangement is not often convenient and the most successful engine suspension is generally a compromise, simulating as closely as possible the characteristics of the ideal but respecting the claims of easy installation and other technical and economic factors so often at variance with theoretical perfection.

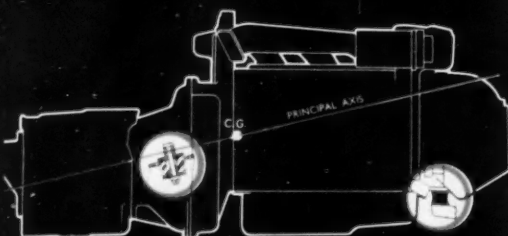
Examples of Metalastik suspension in Figs. 1, 2 and 3 illustrate how a combination of sound theory, appreciation of the practical and choice from an unequalled range of mounting units, bring maximum smoothness to different types of engine.

The suspension in Fig. 1 with the high front mounting resembles more closely the original "Floating Power" conception than is now usual. Secondary out-of-balance forces and a flexible chassis necessitate mountings with a large degree of vertical and rotational flexibility, hence the use of shear mountings at all three points. Pre-compression of the rear mountings permits higher stressing without loss of fatigue life.



2

Fig. 2 shows a typical suspension for a 4-cylinder motor car engine. Interleaved sandwich mountings are below the principal axis but 'focused' in 'V' formation to give the same rotational characteristics as mountings fitted higher but with their compression axes in a vertical plane. The Metaxentric bush at the rear controls fore-and-aft movement and has a higher deflection than a concentric type.



3

For the 3-cylinder opposed piston engine (Fig. 3) in which balancing has virtually eliminated the primary, vertical out-of-balance couple, slotted Metacones and the way in which they are fitted, provide high rotational flexibility about the vertical axis essential for insulation of vibration due to a horizontal out-of-balance couple.

Diagrams reproduced by courtesy of the Institution of Mechanical Engineers from "The Suspension of Internal Combustion Engines in Vehicles", by —

M. Horovitz, B.Sc. (Eng.), A.M.I.Mech.E.

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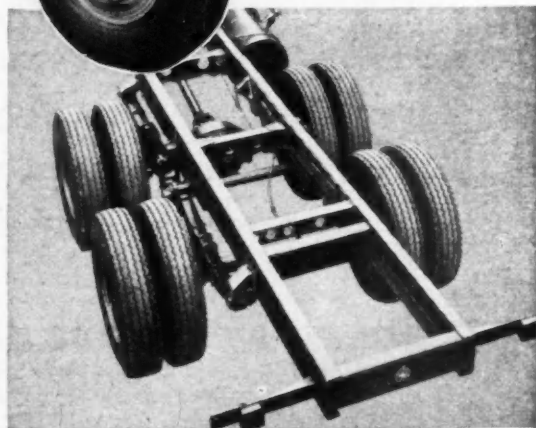
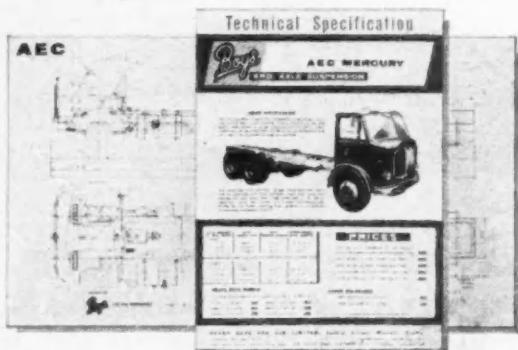
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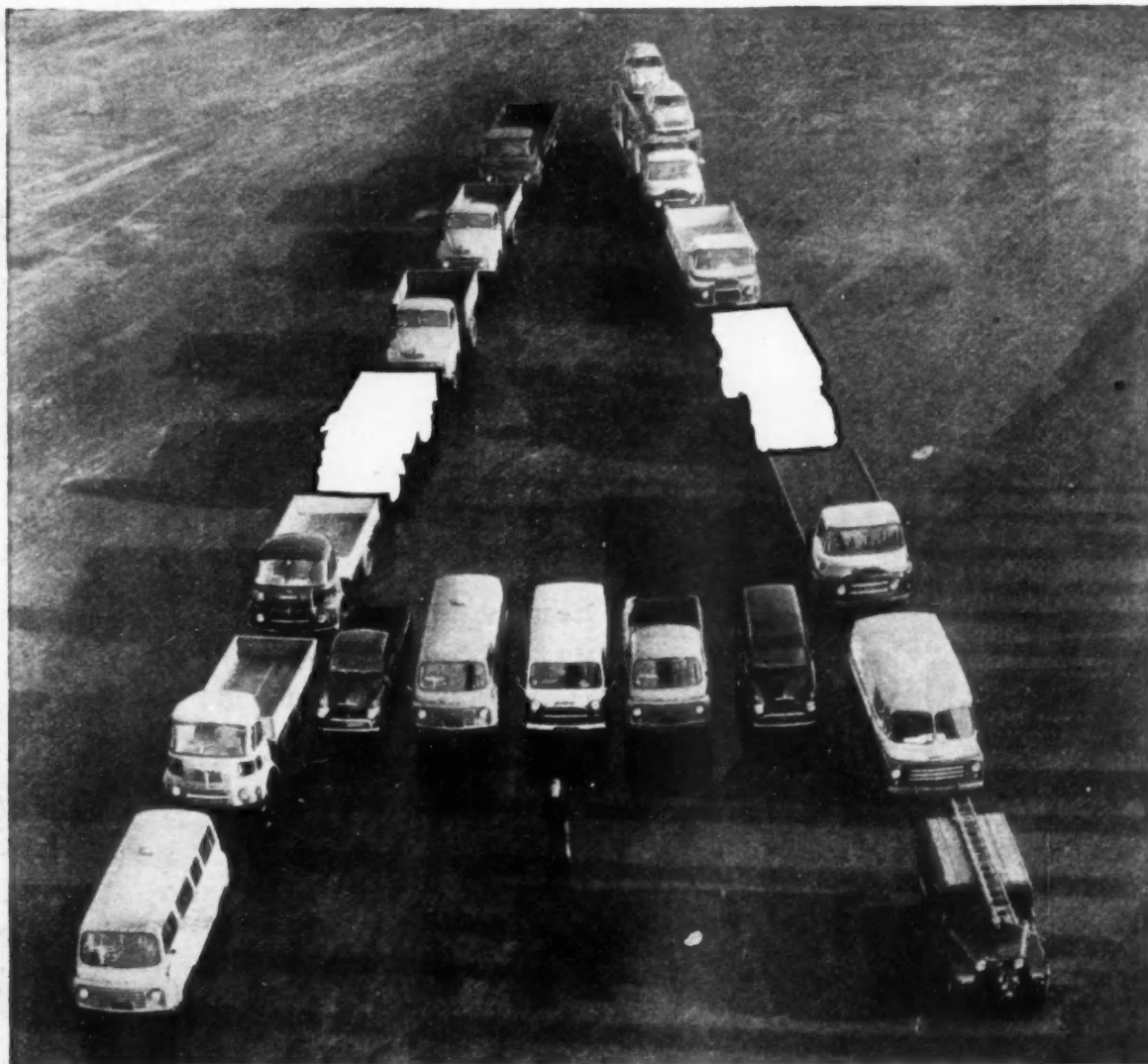
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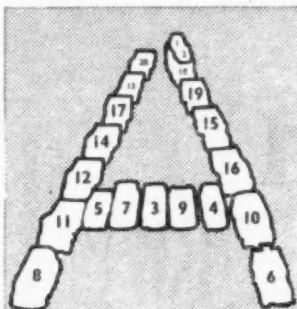
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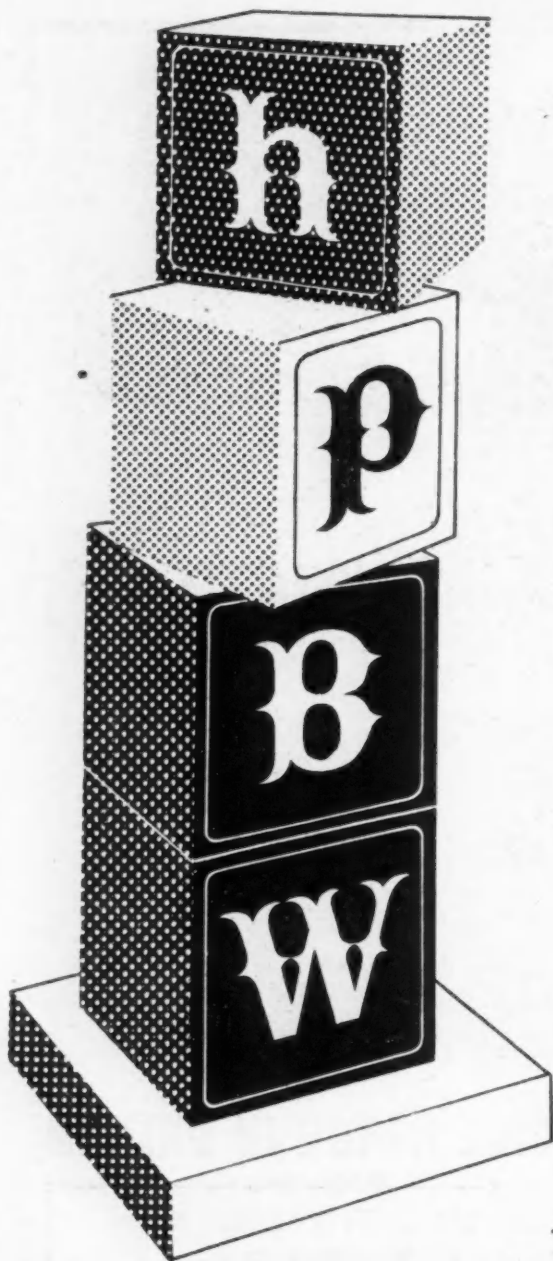
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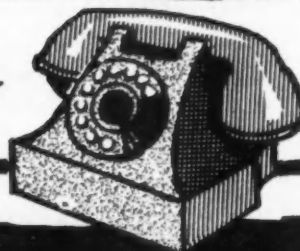
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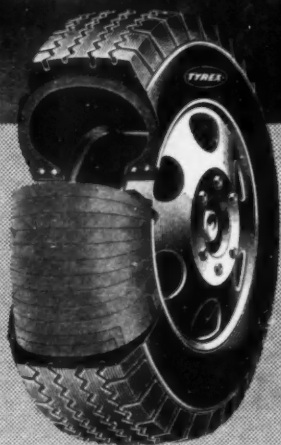
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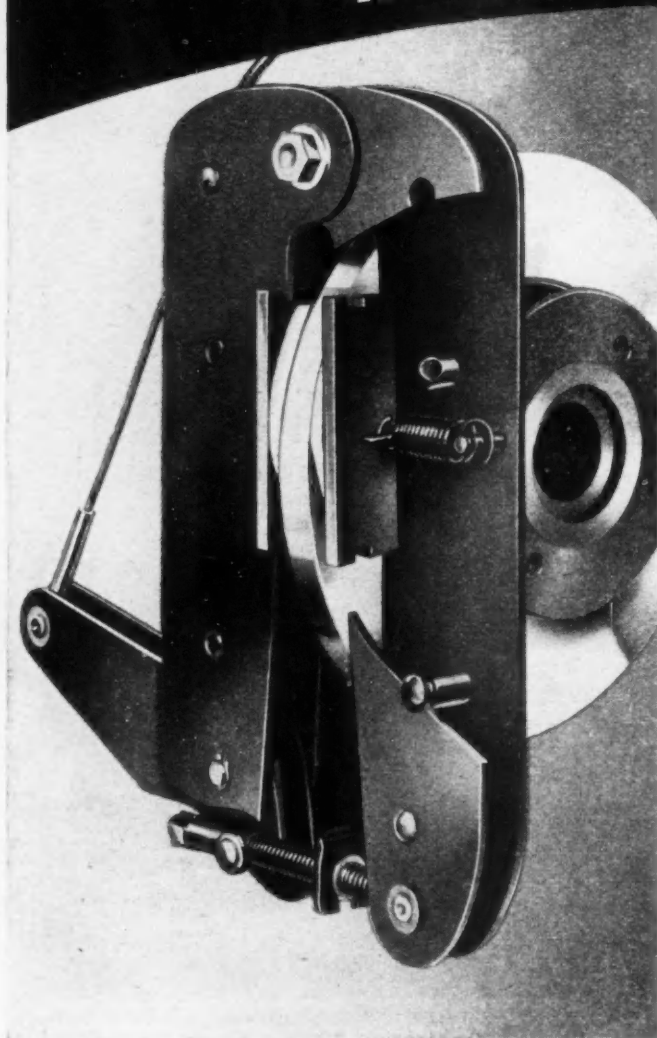


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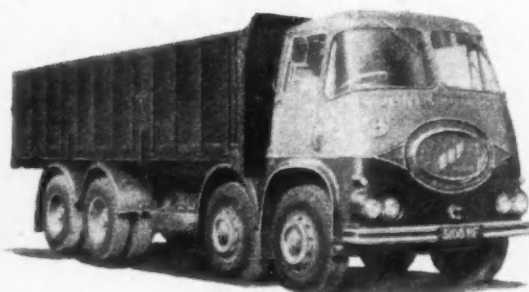
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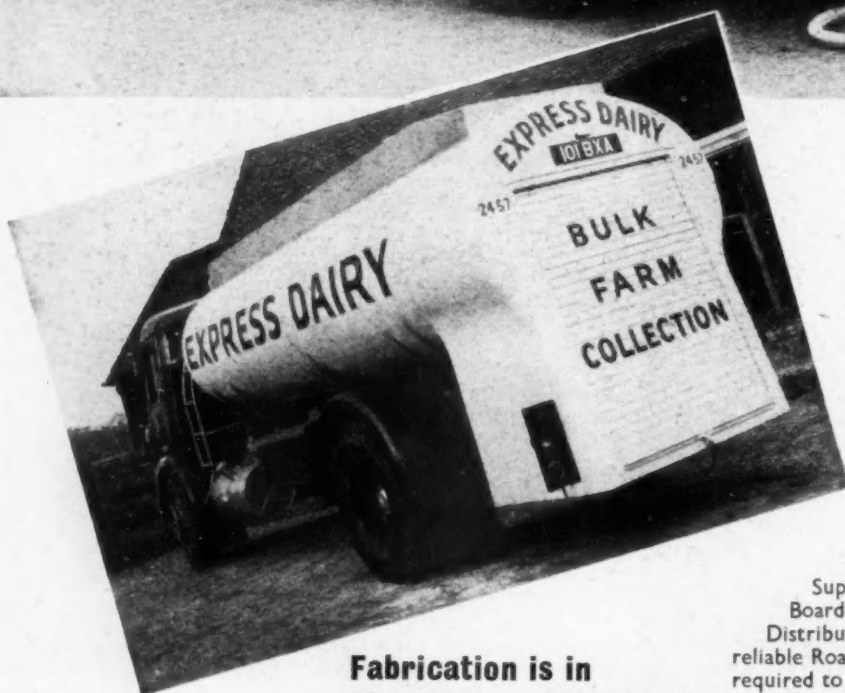
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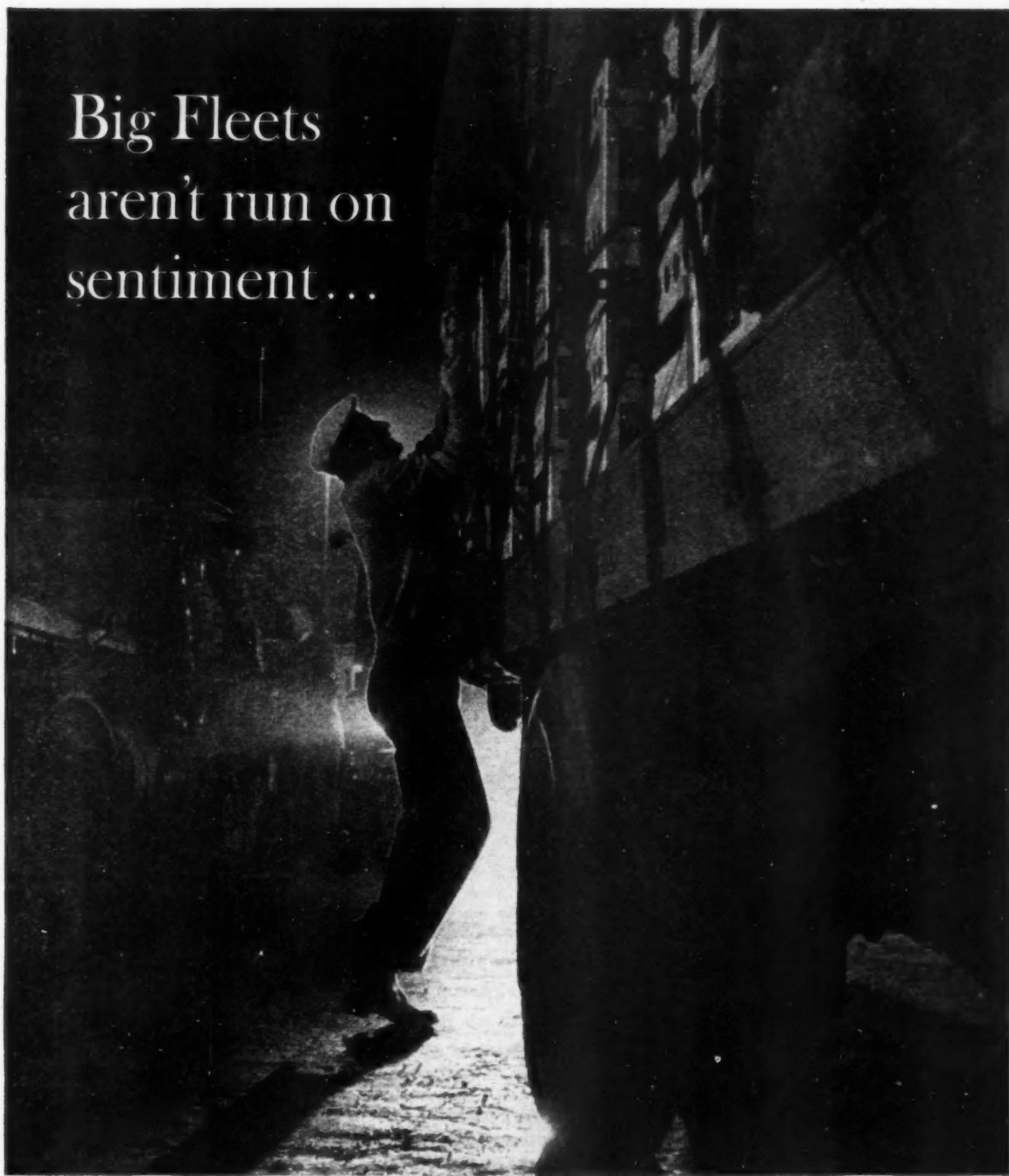
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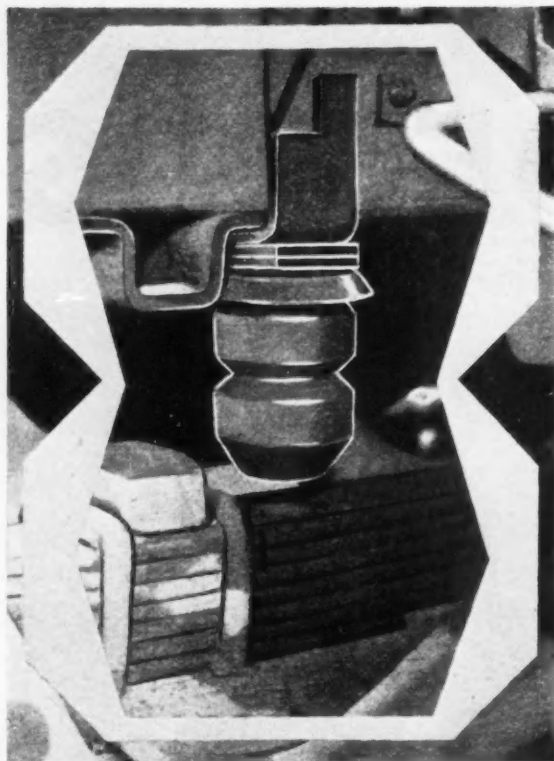
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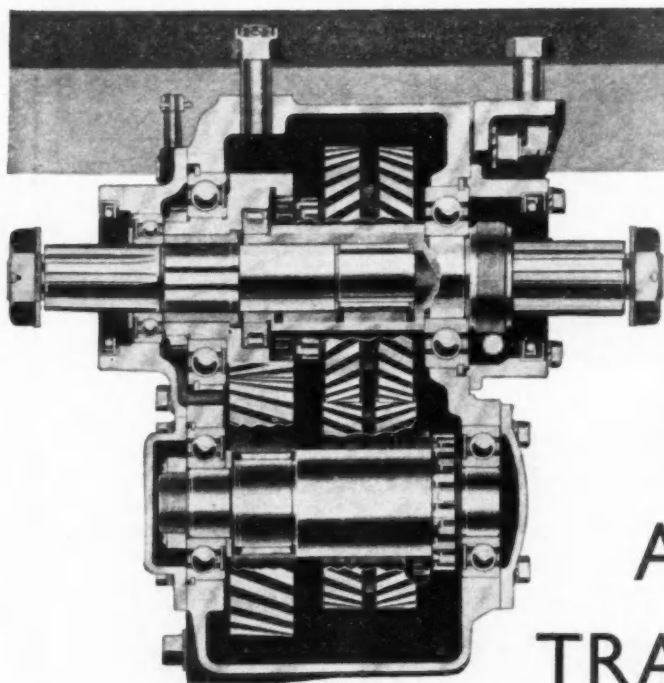


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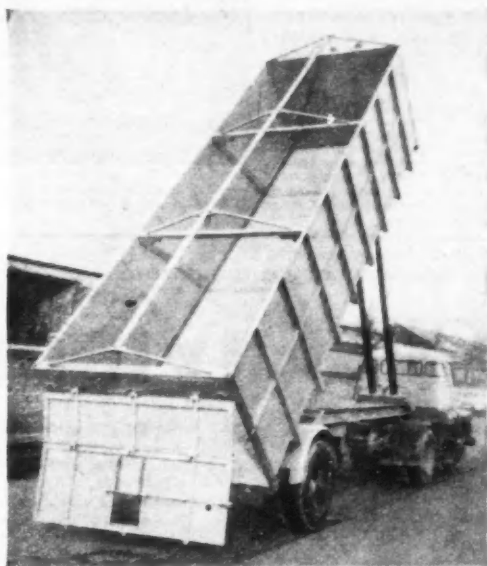
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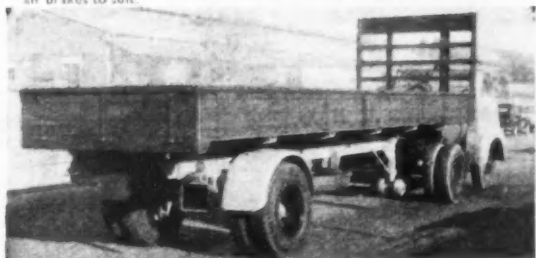
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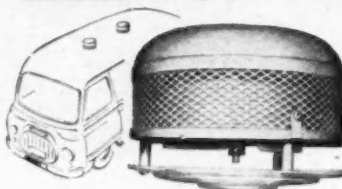
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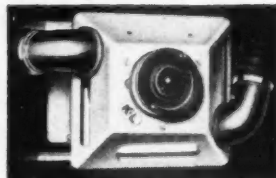
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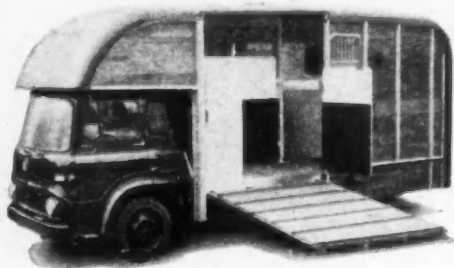
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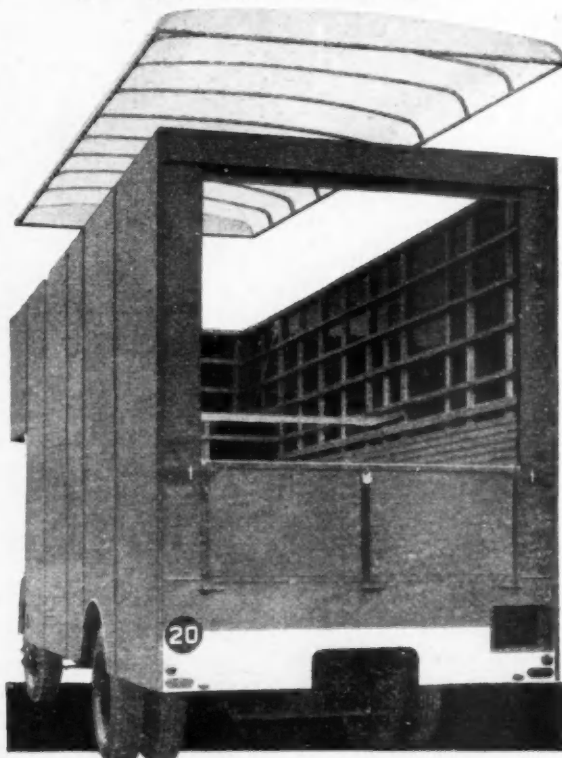
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one-piece translucent roofs
simple drop-on fixing
for vans of all sizes



Cascalite van roofs admit 75% of full daylight and are completely weather-proof—there are no seams to leak. Vans of all sizes can be fitted as the roofs are available in any length up to 27 feet and any width up to 7 feet 6 inches. Side and end radii of either 6 inches or 2 inches are available. Body builders everywhere are choosing Cascalite translucent roofs for these reasons:

EASY DROP-ON FIXING

No bracketing, riveting or welding is necessary with Cascalite van roofs for they have built-in square section aluminium roof sticks fitting into aluminium end castings which are simply bolted to the cant rail.

PERMANENT WEATHER-RESISTANCE

The polyester resin/glass fibre structure of Cascalite van roofs is impervious to rain, snow, or hail and is unaffected by moisture or extremes of temperature. It resists too the corrosive action of most industrial fumes. Highly polished interior and exterior surfaces give maximum weatherproofing and a superior appearance.

TOUGH IN USE

Cascalite van roofs are steel-strong, aluminium-light and highly resistant to damage. The glass fibre content renders them completely shatterproof and weight-for-weight stronger than steel. Amazingly light they are absolutely rigid and will never warp or bend.

FLAT SHEETS FOR ROOFING TOO!

Cascalite translucent roofing is now produced in flat sheets of any size up to a maximum of 26 feet long by 7 feet wide.

LONG LIFE

No maintenance of any sort is required for Cascalite van roofs are virtually indestructible having a life equal to that of the vehicle.

MOULDED SECTIONS

Sections with a moulded radius of either 6 inch or 2 inch are also available—to any length or width.

SIDE PANELS WITH 'BUILT-IN' COLOURS

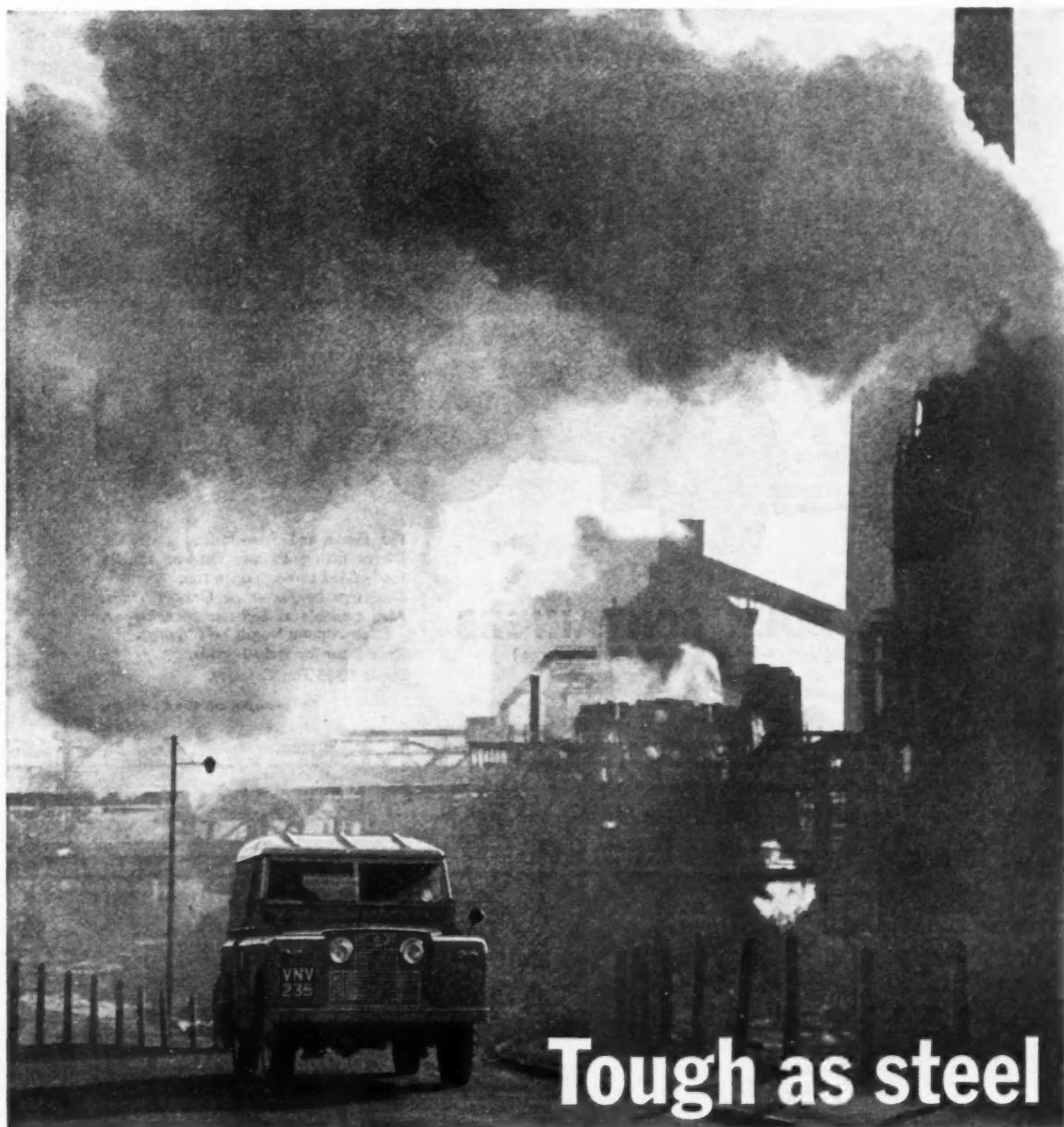
By using coloured resins during manufacture Cascaloid can offer side panels in colours that penetrate right through the material. In light, easy-to-work sheets up to 8 feet x 4 feet, they are available in red, green, white, yellow, grey, blue. Damage by scratching does not need re-painting and will not corrode.

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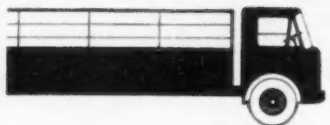
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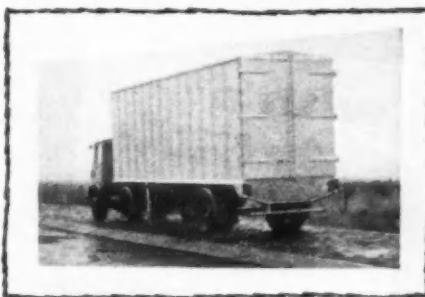
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- * as an Insulated or Refrigerated Unit
- * with standard fifth wheel attachment OR automatic Scammell coupling.

The Super-freighter was extensively tested at MIRA. It is here pictured, loaded with 12 tons of timber, travelling on the pave.



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A25

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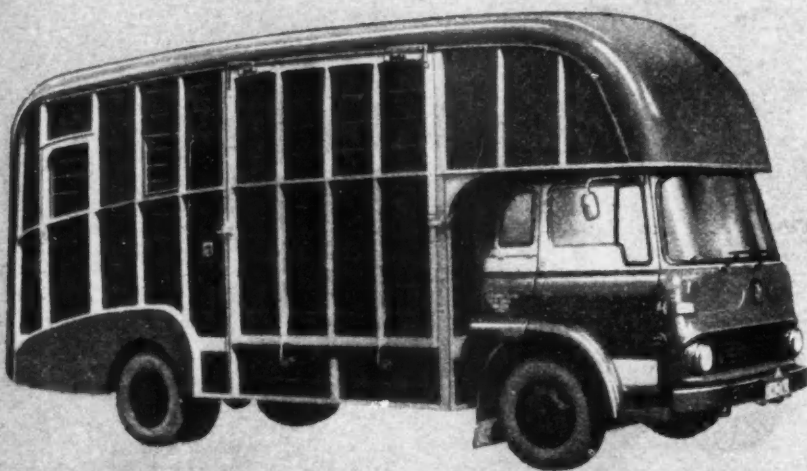
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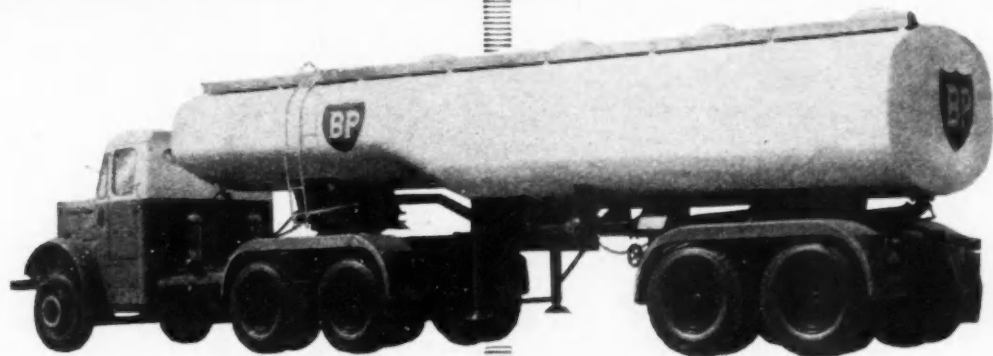
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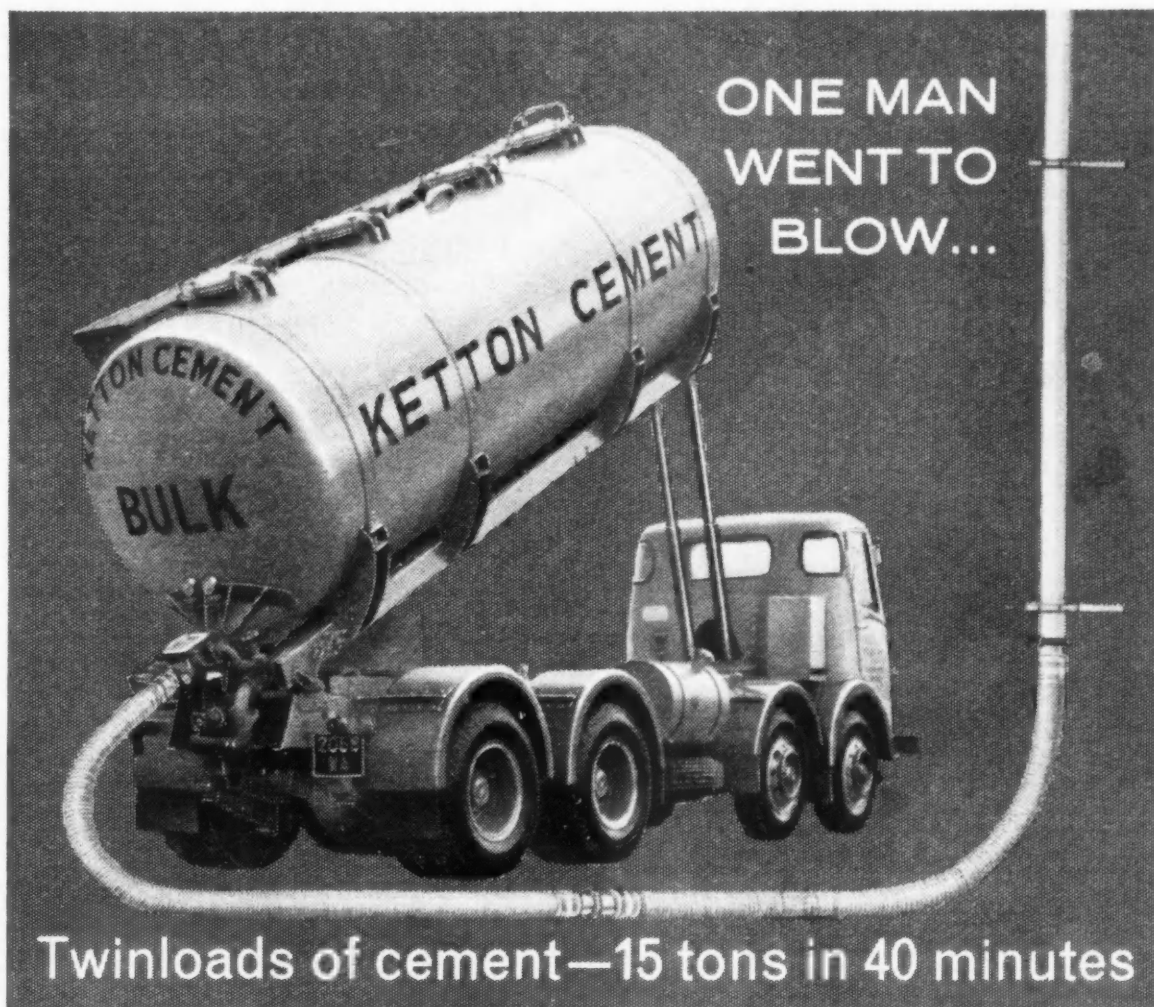
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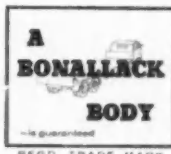
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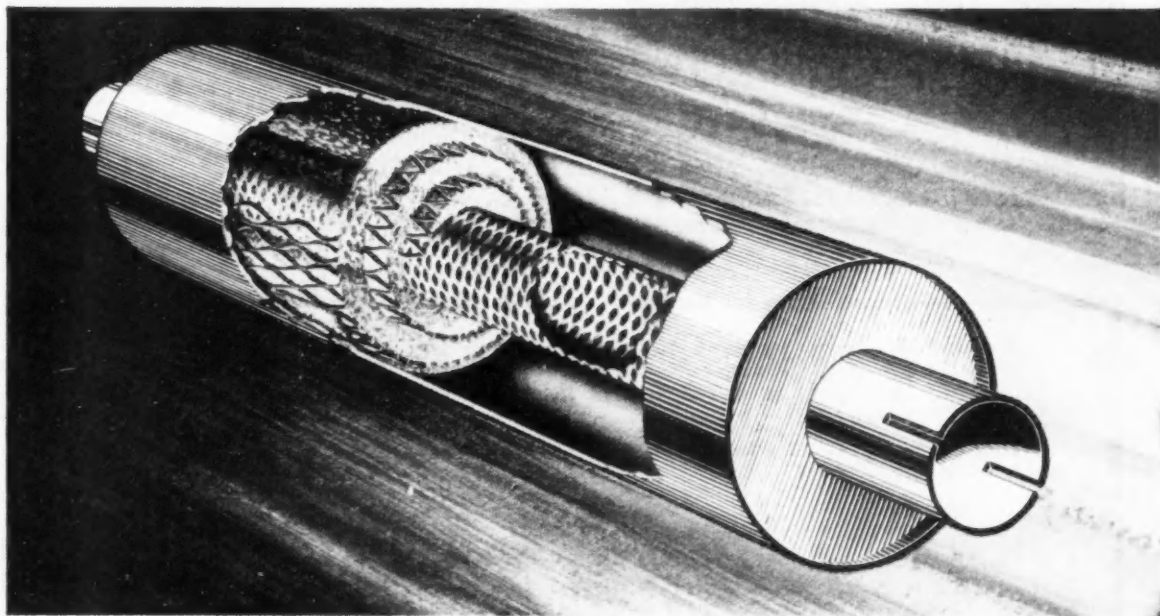
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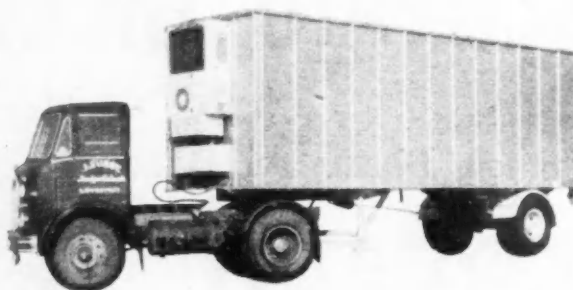
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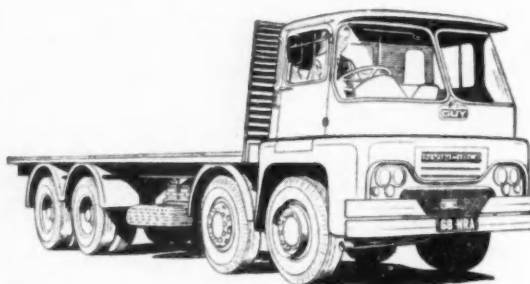
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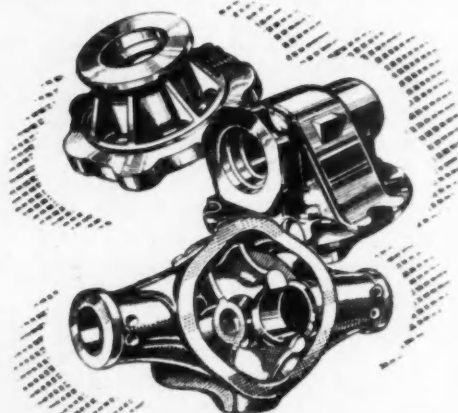
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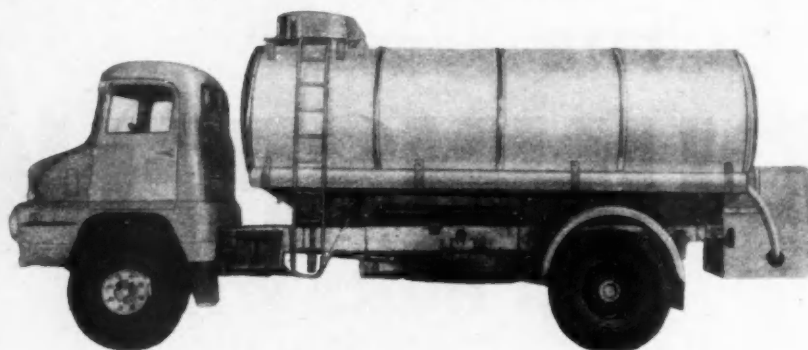


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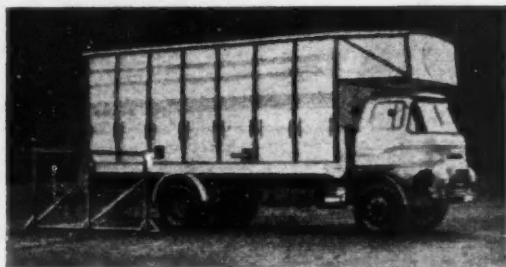
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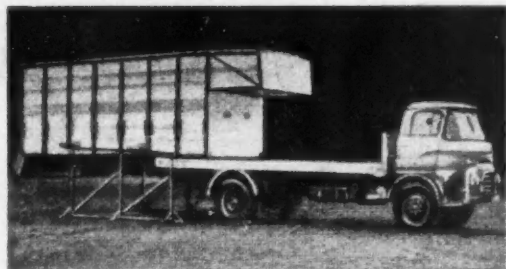
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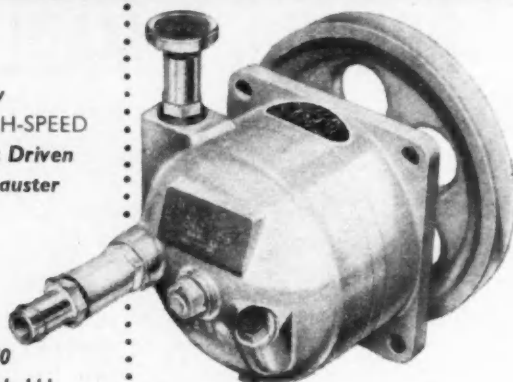
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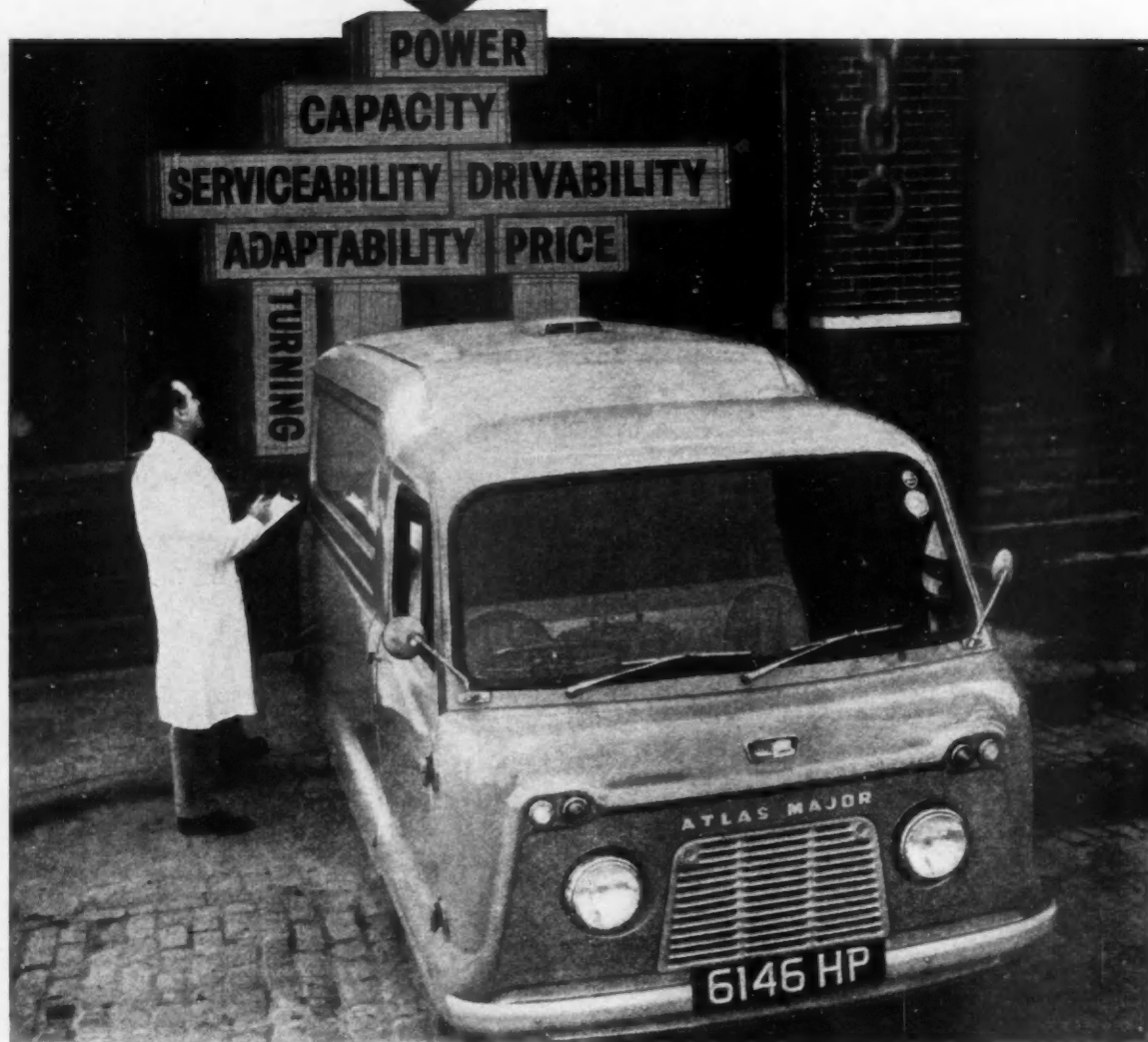
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Pat for the M.M.B.

THE example of the Milk Marketing Board in their dealings with hauliers engaged in the bulk collection of milk from farms seems a notable exception to the generally accepted view that the control of a project by a large department, whether State-owned or not, is inefficient. Judging by hauliers' reports, the organization of bulk collection schemes by the M.M.B. represents a satisfactory control that offers a reasonable profit margin if the system is exploited to the full by the haulier. Although various regulations must be closely observed, and hauliers must accept the jurisdiction of the Board regarding methods of collection and so on, the scheme is in the best traditions of private enterprise.

Its success depends on close M.M.B. liaison with the vehicle operator, the farmer, the dairy and the equipment maker. There are few better examples of intelligent accord between such a large variety of undertakings.

How close this liaison is, and how it works to hauliers' advantage, is illustrated by a current happening in the North-west. Representatives of the North Western (Eastern) area of the Road Haulage Association and of the Board are discussing, with the Licensing Authority, the question of policy about providing for the fluctuating nature displayed in demand for bulk milk vehicles in the present phase of increased milk production. It has been found that, although sometimes a short-term grant is sufficient to cope with the extra demand, on other occasions something more prolonged is necessary—though still temporary.

Bulk collection of milk is making steady progress that is likely to be accelerated in the coming years. The development of advanced types of pumping equipment and measuring devices is all-important to the future of the system nationally, and the way in which this has been fostered by the Board encourages initiative on the part of the haulier (as well as the maker) to exploit ideas.

The facts that the Board run a fleet of 500 vehicles and that their operations are accurately costed are a guarantee that consultations with the R.H.A. and other bodies on rates schedules are backed by expert knowledge of all the factors involved. Existence of the Board's fleet is not a threat to the hauliers' livelihood.

Experiments by the Board with new systems, often in co-operation with equipment makers and hauliers, give balance to their authority without creating a dictatorial attitude to new developments.

In other examples of successful bulk-haulage projects the majority of vehicles are run by large C-licensed operators, who require no external assistance in the development of bulk transport. But in the case of the smaller hauliers, progress is being frustrated by the impossibility of planning ahead with certainty. This uncertainty is increased by lack of knowledge about the specialized equipment available, by variations in loading facilities and by lack of regularity of loading times. Many hauliers need expert direction and adequate work-security before they embark on a bulk-haulage project.

Control on the lines of the M.M.B. scheme might not be desirable for other forms of bulk traffic, but cannot the benefits of this type of system be provided in some other way?

If suitable traffics can be found, the necessary direction and assistance could perhaps be afforded by the R.H.A. Much is already done on both national and area levels by the R.H.A., but it is possible that more could still be achieved.

A prerequisite to the introduction of bulk transport in any field is guaranteed traffic for a reasonable period, and this can be envisaged as one feasible outcome of negotiation between the R.H.A. and customers.

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===== NEXT WEEK =====

- Running a Food Distribution Fleet
- Road Test of a Foreign Tipper

Men Who Make Transport

James

"THE boy—what will he become?" that catchphrase of years ago has been echoing through my mind, though in what context it was first used has long faded from my memory. It returned to me with considerable force and (I think) agreeable relevance as Jim Slater bade me an affable adieu at the door of a West End restaurant much frequented by businessmen of the more successful sort (he, I hasten to add, having been the host).

Not that he is literally a boy. He's thirty-two, albeit a buoyant and youthful thirty-two; but if no longer a boy, then certainly still a young man. And a director of twelve companies.

So nobody studying, dissecting, contemplating (or what you will) the anatomy of success, could find in the United Kingdom or the United States of America a more illuminating and rewarding subject than this top executive in a hurry.

It is, I think, somewhat wide of the truth to say that successful people invariably reveal the same traits of character, or similar streaks of genius. Take, for instance, the many outstanding men in this industry who have been written about here. One would be hard put to it to discover many common factors that have contributed to their success.

These are motives that look very much the same. There are qualities that seem closely akin. Yet put them to analysis and a formula escapes you. There is, in fact, no formula. God, it was said, makes a man and breaks the mould.

Jim Slater did not know all the right people from the start, nor, so far as I am aware, did his parents. He did not encounter Lord Brabazon or Sir William Black on a golf course and with the confidence fostered by a genuine

Bird's Eye View

Premium on Road Safety

CANNOT Mr. Marples put a bit of friendly pressure on his colleague, Mr. Peter Thorneycroft, who, as Minister of Aviation, is proposing to sting the organizers of the Croydon round for the Lorry Driver of the Year title 40 guineas to hire part (a very small part, at that) of the now-disused Croydon Airport on July 23 when they stage the contest?

I don't care which way it is wrapped up—this still spells to me the placing of a premium upon road safety. It has proved difficult enough over the years to organize a London round without this extra burden on the organizers. These contests are not run to make a profit. Forty guineas might amount to a "give-away" price in a Ministry's astronomical accounts, but is a major problem to a contest such as this.

The amount the Ministry of Aviation originally wanted was 75 guineas—an impossible figure—but energetic representations have pared it to the present figure. Let's have a bit of public-spiritedness from the airborne division of the Civil Service and the news that they'll donate the airport free. After all, it is not in commercial use.

Six Next Year?

DEMAND for entries has far outstripped the capacity and the organizers have, at 110, allowed what I would consider the maximum they can handle. I wouldn't be in the least surprised if next year there were as many as 400 entries. To

n12

Fred Watkin



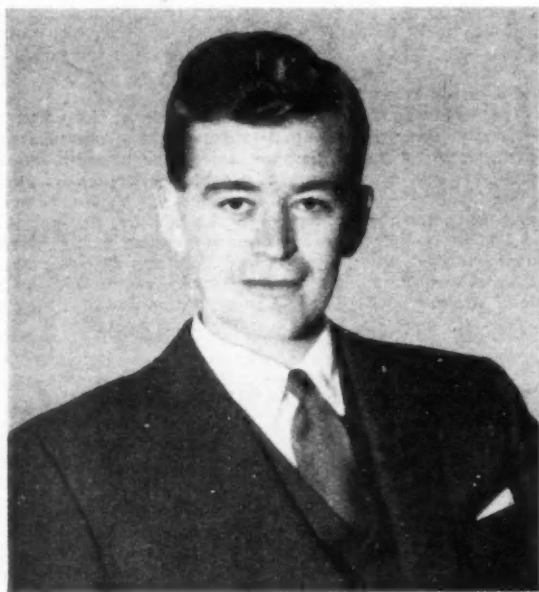
accommodate these, probably six contests would be necessary. But who would run them, and where would they be staged? One thought is on Army Barracks parade grounds (War Office permitting). And they might at that, because they are sufficiently interested to sponsor entries in the competition.

Keep Off The Grass

A WORD of warning to contestants at Croydon. If you stray on to the grass from the 700-ft. by 400-ft. strip of tarmac which 40 guineas can hire, you will be immediately court-martialled, cashiered, and chased by angry farmers.

The very commercial-minded Ministry has already let out the grazing rights!

Derrick Slater



His worth was recognized early.—Mr. J. D. Slater.

old school tie tell them—if they had not already received the message—that he was their man. His career was cradled in the office of a firm of London accountants, with whom he was articled for seven years.

His days were spent in learning the meaning of an audit,

and the fundamental difference between profit and loss. In 1953 he qualified as a chartered accountant, thus proving that he had learnt well, and a year later entered industry as accountant of Renu Plating Co., Ltd., so demonstrating that he had an eye for the wider chance.

His worth was recognized early. He was concerned solely with accounts for but a brief interlude. Soon he was appointed secretary and general manager of Renu Plating and two other metal finishing companies within the same group.

How did he come to the A.C.V. Group? Not by meeting the right people in London clubs; not for the reason that his wife was a brilliant hostess—he has no wife; not even by allowing well-known golfers in the group to beat him (he confesses to being an uncertain golfer, anyway, so be sure they would have detected that bit of guile in no time at all).

Answered an Advert

He just simply answered an advertisement and got the job. Thus it was that from 1955 to 1958 he was secretary of Park Royal Vehicles, Ltd. He was twenty-nine when he became director of A.E.C. (Sales), Ltd., thirty when he joined the board of A.E.C., Ltd., and a number of associated companies.

"The boy—what will he become?" it would be a rash journalist who would attempt a prophecy!

It is intended as no disrespect to his profession to say that his departure from employment with a firm of chartered accountants was in the nature of a break-out. Accounts, fascinating though they may be, did not make his spirits soar. What then is his speciality?

Perhaps he would admit to none. What his colleagues say is that he has a remarkable gift of mastering the fundamentals of any subject in which he is interested. He quickly gets to the heart of a matter. He likes to find out how things work. And more often than not he sees more implications than the experts. Then he applies his newly acquired knowledge to the wide issues of big business—to the affairs of companies on whose boards he sits.

Concentrating His Interests

But sometimes an all-rounder has to concentrate on one aspect of his interests rather than another. Today, I suspect, it is exporting and the progress of such organizations as A.E.C. Vehicles (S.A.), Ltd., A.E.C. Central Africa (Pvt.), Ltd., Barreiros—A.E.C., S.A. (of all of which he is a director), that attract the major part of his thought and energy.

Indeed, less than a week after I met him he was off to Africa on an extended tour. So, though as commercial director of A.E.C. he is responsible for the commercial aspects of most of the company's activities, he plays a leading rôle in the development of overseas markets for A.E.C. chassis and engines. Already he has made himself aware, by personal contacts, of what goes on in Africa, Australia, New Zealand, America and Canada, among other countries.

Sir William Black said recently: "I think the function of a leader is not to pose as 'The Boss'—but to do his utmost to see that the organization is a happy ship." Sir William, however, is the last man to regard that ship as happy which carries crew members as passengers. There is little room for sentiment in big business and A.E.C. is no bible class!

A.E.C. is growing fast and plans to substantially expand its sales and production over the next few years. Jim Slater is typical of the company which employs him. His ambitions are far from being satisfied.

Look out—here he comes!

H.C.
n13

By The Hawk

The End

I HEAR that the "Mulliner" has now been dropped from the title of the bus body manufacturing side of Marshall Motor Bodies, Ltd., who bought the Mulliner manufacturing rights some two years ago. The appropriate activities are now carried out by the "Omnibuses Division" of Marshall's.

Whilst I can appreciate that the fast-expanding Marshall organization has been forced, through volume of work, to thus rationalize, I cannot help feeling a tiny pang of regret at the passing from the p.s.v. scene of the Mulliner name.

Any Objections?

A LADY from Brixton has applied to substitute a furniture van for her A-licensed box van. Among the commodities she carries are animals and reptiles.

No snake-charming in court, please.

Well Worth While

ORDERS were good at the Construction Equipment Exhibition, Crystal Palace, which closed last Saturday. Within a week, R. Cripps and Co., Ltd., Nottingham, had taken orders for 35 Scammell dumpers, including some for the new Himalayan six-wheeler, whilst Richard Thomas and Baldwins, Ltd., ordered £100,000 of Michigan tractor shovels for handling materials at their new Spencer works, Llanwern.

Another exhibit that received much notice was the Northfield F7 dumper. Three Common Market country representatives between them ordered four.

Awkward Loads Set Mr. Marples an Awkward Problem

From our Parliamentary Correspondent

THE drafting of regulations controlling the movement of vehicles with long and projecting loads has been delayed by "most violent objections" from road hauliers and industry generally.

Admitting this in the Commons last week, Mr. Ernest Marples, the Minister of Transport, observed: "I was in honour bound to consult them to see whether we could achieve our objective without imposing intolerable burdens on industry."

This was a very complex matter and if the Ministry was not very careful in framing the regulations it would impose a great burden on industry which would raise costs, went on Mr. Marples.

If he could achieve both efficiency in industry, and at the same time get the smoothness in the flow of traffic that he was after, surely that was the best thing to do.

Modifying Proposals

As a result of meetings with the interests concerned, it seemed probable that the Ministry's proposals could be so modified as to reduce the burden on industry without impairing their effectiveness, the Minister told M.P.s. Some complex technical points were involved and the drafting of the regulations would inevitably take time.

Lt.-Col. J. K. Cordeaux (Cons., Nottingham Central) said he appreciated that the framing of these regulations was a complex business, but five months ago the Parliamentary Secretary said Mr. Marples needed no urging in the matter, and was on the point of announcing his decision.

Did the Minister realize that at almost exactly the same time as that answer was being given the jib of a mobile crane was tearing out the top deck of a passenger bus in Nottingham? He asked the Minister to view the matter with rather greater urgency.

Opening the Door

WHEN Goode Bros., of Longtown, Cumb., applied at Carlisle on Monday for a B licence for three of five vehicles on a contract A licence only recently granted, Mr. G. W. Duncan, the deputy Northern Licensing Authority, said: "I think it would be quite wrong that contract licences which are as recent as these should be converted into B licences to carry within 140 miles. It would be opening the door too far."

He granted a B licence for two vehicles to carry within 140 miles of Longtown.

NEW FLY-OVER

GATESHEAD Corporation are to construct a fly-over 2,000 ft. long connecting the new Felling By-pass with the Great North Road at Gateshead.

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Goods Vehicles Banned From Going Through a City

GOODS vehicles exceeding three tons unladen weight are now banned from using certain roads in Gloucester as through routes. The Minister of Transport has confirmed an order to this effect made by Gloucester County Borough Council. Goods vehicles affected by the order must now use the by-pass, construction of which was completed in 1959.

A survey of traffic after the completion of the by-pass showed that more long-distance traffic was passing through the congested city centre than was using the by-pass, although, say the Ministry, it is quicker to use the by-pass. In view of

the serious congestion in the city centre, the Council made the order and submitted it to the Minister of Transport for confirmation.

To meet the needs of long-distance drivers, arrangements have been made for a transport café to be provided on the by-pass adjacent to a petrol filling station.

The order is the first of its kind to be confirmed by the Minister, although it is similar to one confirmed during March, this year, prohibiting through motor traffic from using High Street and part of Lichfield Street, Burton-on-Trent, between 8 a.m. and 7 p.m. on weekdays.

Action Soon About Vehicle Noise?

THERE was good reason to believe that the Minister of Transport would act to bring into effect anti-noise legislation, Mr. D. W. Robinson, of the National Physical Laboratory, told a three-day conference on noise control at the N.P.L. this week.

By 1938 the technical problems of noise control had largely been solved, he said, and a start had been made on framing legislation. Quite recently the N.P.L. had been looking into the technical problems of the matter again, and had reached a reasonably satisfactory conclusion.

Now Mr. Marples was considering the framing of legislation based on the N.P.L.'s technical recommendations, which were not so very different from those of 1938.

"But this time we have good reason to expect that the matter will be pressed on to political action," added Mr. Robinson.

A sense of proportion was also required. Petty and restrictive legislation must be avoided; it might cost far more than it would save. The noise of motor vehicles in this country was regulated only by some very general provisions of the Road Traffic Act. Prosecutions were disproportionately few compared with the

number of offences committed. More effective control could be established with a suitable meter.

Dr. T. Priede, of C.A.V., Ltd., said in his paper that where silencers proved inadequate to deal with exhaust noise, which was the predominant one connected with internal-combustion engines, it was largely due to considerations of cost.

There was still some scope for reducing the noise of diesel engines by control of combustion. This line was being followed up, and satisfactory results were being obtained.

It was improbable that any appreciable reduction could be achieved in petrol-engine noise except by modifying the engine structure.

WINDING UP

AN order for the compulsory winding-up of Creed of Shepherds Bush, Ltd., haulage contractors, was made by Mr. Justice Plowman in the Chancery Division on Monday, on the petition of Shell-Mex and B.P., Ltd., judgment creditors for £250. There was a supporting creditor for £745. The respondent company was not represented.

Edwards Vehicles Transferred

AN application by Contract Hire (Bath), Ltd., to take over five A-licensed vehicles from Edwards Transport (Frome), Ltd., who had been operating under a Committee of Inspection, was partially granted by the Western Licensing Authority, Mr. S. W. Nelson, at Bristol on Monday.

Giving evidence, Mr. Arthur Edwards said that in August last year his company had been granted 10 A-licensed vehicles, but after an appeal by the B.T.C. and other objectors and a further investigation by the L.A., the grant was modified to the five vehicles in question.

Cross examined by Mr. G. Mercer, for the objectors, Mr. Edwards denied that

only three of the vehicles were in fact roadworthy. Two vehicles had met with accidents and had, at various times during the past 12 months, been substituted for roadworthy vehicles. Further pressed about this he agreed that only four vehicles were effective on the licence.

Mr. Mercer submitted that the application must relate to the business which was being taken over, and they were only concerned with four vehicles. The objectors would be satisfied if a grant was made for this number.

Giving his decision, Mr. Nelson—granting four vehicles—said: "This is, I hope, the end of a long and distasteful business, from my point of view."

MORE CLEARWAYS

A FURTHER 490 miles of clearways are to be designated this summer. Announcing this last week, the Minister of Transport said he hoped to bring them into operation on August 1.

So far, he added, 64 miles of clearways had been introduced in the London traffic area, and he intended to add a further 31 miles in August.

British Conversion For German Makes

AFTER extensive investigations of York third-axle conversions three important German vehicle manufacturers—Krupp, Magirus-Deutz and Mercedes-Benz—have officially approved this equipment for use on their vehicles. These decisions follow a recent visit to Germany by Mr. W. P. Bloomfield, manager of York's third-axle division, who states: "We are already in an advanced stage of negotiations with several other leading European commercial vehicle manufacturers, and I expect we shall have official approval of our third axles from them all very soon."

Krupps of Essen now approve York third axles for their entire commercial vehicle range of rigids, wherever applicable, and have shown particular interest in this conversion for use on the Widder medium-capacity model. Magirus-Deutz are stated to be keen to use York third axles on several of their export vehicles and, in fact, the original contact with Magirus was made as a result of the visit to York's earlier this year of Mr. T. Suthian, managing director of Thai Pradith Co., Ltd., Bangkok, Thailand.

None in Europe

As recorded in our March 31, 1961, issue, Mr. Suthian was unable to find the third-axle conversions he wanted on the European mainland, so he placed an initial order for four York XD8 sets. Thai Pradith Co., Ltd., are Magirus distributors for Thailand.

Mercedes-Benz models for which York conversions have been approved are the 322, 327 and 338 types, all of which are available in Great Britain and which can now be ordered as converted six-wheelers. Daimler-Benz, A.G., asked Mr. Bloomfield during his visit, to appoint an authorized fitting agent for York third axles in West Germany, and negotiations to this end are now under way.

MERCEDES-BENZ WITH PRIMROSE AXLE

THE first third-axle conversion to be applied to a Mercedes-Benz chassis in this country is at present being carried out by the Primrose Third Axle Co., Ltd., Clitheroe, Lancs. The chassis being converted is an LP327 model, which has a gross rating of 13 tons as a solo four-wheeler. The conversion has been carried out at the request of Lawler Motor (Sales), Ltd., Deptford, London, S.E.8.

The Passenger Insurance Bill is Dead

FROM OUR PARLIAMENTARY CORRESPONDENT

THE Motor Vehicles (Passenger Insurance) Bill met its expected end in the Commons last Friday—but in a way that no one had foreseen.

When the Bill was called, its author, Mr. John Cronin (Lab., Loughborough), referred to the campaign which had been conducted against it—he alone had received about a thousand letters—and said he wanted to withdraw the measure.

He pointed out that there was a serious social evil to remedy, with thousands who were injured every year on the roads unable to obtain redress or damages. It would be necessary for the Government

to take some effective action at an early date, but this evil could not be remedied by a Bill which put a very heavy burden on insurers.

Mr. Cronin's proposal did not please Mr. Charles Pannell (Lab., Leeds West), one of the Bill's sponsors. Complaining that he had not been consulted, he said that he objected to the withdrawal of the Bill in this fashion.

He was still talking when the time came for the debate to end—and that settled the fate of the Bill. It will be discussed no more, and so has no chance of becoming law.

Vehicles Licensed in West Came Into South Wales, Tribunal Told

FOUR South Wales hauliers objected, on appeal to the Tribunal, to a decision of the Western Licensing Authority granting an additional 9-ton articulated vehicle on ordinary A licence to J. Smith (Bicknor), Ltd.

Mr. C. R. Beddington appeared on behalf of the four companies—I. Cresswell (Ebbw Vale), Ltd., E. B. Rees, Ltd., F. A. Parfitt (Transport), Ltd., and J. M. Watkins—and Mr. J. R. C. Samuel-Gibbon appeared on behalf of the respondents.

Mr. Beddington told the Tribunal that the public inquiry into the application for three additional vehicles was held on December 30. The Licensing Authority granted one vehicle, the normal use being mainly to carry culverts, machinery, and scrap.

The respondents, he said, were hauliers in the Forest of Dean area close to the South Wales border. They entered the haulage business in 1954 with vehicles on special A licence. At the time of the application they had built up a fleet of

28 vehicles, 21 on A licence and seven on B.

He submitted that the documentary evidence of the inquiry was unsatisfactory. It was extremely confusing. In May last year, said Mr. Beddington, exactly seven months before the public inquiry, there had been another inquiry in which the respondents were granted three additional vehicles of maximum carrying capacity.

It was plain that Smith's vehicles went into South Wales and competed for traffic with the local hauliers, whom he represented.

"At the time of this inquiry, in December, it was far too soon for the Licensing Authority to be able to assess the effect of his recent grant of additional tonnage to the respondents. The application and the decision were both premature," he said.

There were also various unsatisfactory features in the conduct of the inquiry. There were various aspects which were quite undesirable and would call for some comment from the Tribunal.

For the respondents, Mr. J. R. C. Samuel-Gibbon said Mr. Beddington based his case on an attack on the figures produced, taking into account the fact that three vehicles granted only seven months before the public inquiry did not come into operation in time to appear fully in the figures. But, he said, customer witnesses had given evidence of recent difficulties in acquiring transport at times after the three vehicles came into operation. The last of the three vehicles came into operation in December last, but one witness spoke of wanting to clear his factory just before Christmas and Smiths were unable to help.

The Tribunal reserved its decision.

RISE FOR WINCANTON MEN

BASIC pay rates for workers employed by the Wincanton Transport and Engineering Co., Ltd., have been increased by 11s. a week.



Mr. John Howard, chief engineer, fuel injection, Simms Motor Units, Ltd. (left), and Mr. G. N. Peters, Southern divisional manager, Shell-Mex and B.P., Ltd.

Mr. H. J. Northeast, general sales manager of Dunlop Chemical Products Division, Birmingham, has been elected chairman of the Midland Market Research Group for 1961-62.

Mr. John Howard has been appointed chief engineer, fuel injection, of Simms Motor Units, Ltd., consequent upon the promotion of his predecessor, Mr. T. Paterson, to the post of technical manager.

Mr. Geoffrey G. Fearnley has been appointed traffic superintendent, Accrington transport department, in succession to **Mr. P. A. Ellis** who has taken up a similar position with the Bury undertaking. Mr. Fearnley was formerly with Bolton transport.

The National Co-operative Traffic Managers' Association have appointed **Mr. W. A. Lax**, Bradford and District Society's traffic manager, as chairman, and **Mr. J. H. Hadfield**, Midland area manager, C.W.S. Motor Trade department, as vice-chairman.

Mr. R. E. W. Holmes has been appointed regional manager of A.E.C.'s East Central region with effect from tomorrow, following the resignation of **Mr. T. R. Ward**. At the same time **Mr. M. O. Windemer** will take up the appointment of area manager, based on Nottingham, replacing **Mr. K. R. W. Radford**, who has joined the staff of A.E.C. Australia (Pty.), Ltd. Mr. Holmes has recently returned from Southern Rhodesia, and Mr. Windemer was previously a member of the A.E.C. sales staff at West Bromwich.

Mr. A. T. Wilford, director of research, London Transport, retired today at the age of 68. He entered the service of the former Underground Companies in 1920 as chemist with the London General Omnibus Company and became chief chemist in 1926, a post which he continued to occupy under the London Passenger Transport Board. He became superintendent of laboratories when the Laboratory Services of the London Transport Executive were centralized in January, 1949, and in May, 1950, he was appointed to the new post of Director of Research.

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Men in The News



Mr. H. L. Caldwell, of Bolton, has been appointed rolling stock superintendent with Darlington Corporation transport department.

Mr. E. M. Heap, joint managing director of York Shipley, Ltd., refrigeration engineers of North Circular Road, London, N.W.2, has been appointed to the board of Le Froid Industriel Brissonneau-York S.A., of Paris.

Mr. B. M. Garner, since 1950 deputy export sales manager of Perkins Engines, Ltd., has been appointed deputy general planning and procurement manager of the Perkins Group of companies. This is a new post and Mr. Garner, who is 41, will have wide responsibilities in connection with engine sales and materials procurement.

Mr. G. N. Peters has been appointed divisional manager, Southern division, Shell-Mex and B.P., Ltd., in succession to **Mr. A. H. King** who has retired. Mr. Peters, 34, held appointments in head office, the Eastern Counties, and was divisional manager, Northern Irish division, Shell-Mex and B.P., Ltd., before he became divisional sales manager (retail), Southern division, in 1960.

Mr. Arthur Swain, manager of the Manchester branch of Shell-Mex and B.P., Ltd., has been promoted industrial sales manager for the North-Western division. Mr. Swain joined the company 33 years ago. He went to Manchester in 1937 as a technical sales representative, was appointed divisional lubricants manager in 1951. He returned to Manchester in September last year to manage the Manchester branch.

Nicholls of Brighton Taken Over

A FLEET of over 700 vehicles figured in a take-over bid last week. It was the haulage company of Nicholls and Co. (Brighton), Ltd., the issued capital of which was acquired by the Associated Coal and Wharf Companies Group for £200,000. A.C.W. has also decided to repatriate Nicholls' loan capital of some £300,000.

The founder of Nicholls, Alderman Arthur Nicholls, a former mayor of Brighton and chairman of the Corporation transport committee, will continue to be associated with the company, but will deal with development.

Ewer's Bigger Profit

A CONSOLIDATED trading profit of £153,318 for the year 1960 is reported by George Ewer and Co., Ltd., Stamford Hill, London, N.16, compared with £142,233 for 1959.

In his statement to shareholders, Mr. J. H. Ewer, chairman, says that the company's haulage section continues to expand very satisfactorily, an important new development being the purchase of several maximum capacity road tankers which are now under long-term contract to one of the major oil companies.

Bus Control by TV

LEEDS city transport committee have decided to hire equipment to control buses by closed-circuit television at a cost of £1,150 a year. It is expected that the system will be in operation in three months.

The system is being introduced to secure better control of buses at peak hours, as well as on special occasions.

Forthcoming Events

September 17.—Lorry Driver of the Year Contest, National Final, Fort Dunlop.

September 21-October 1.—Frankfurt Motor Show.

October 5.—Institution of Municipal Engineers, "Planning for Traffic" Convention, Central Hall, Westminster.

October 5-15.—Paris Motor Show. (Cars only).

October 17-18.—Road Haulage Association Conference, Brighton.

October 18-28.—Earls Court Motor Show.

October 24-27.—Royal Dairy Show, Olympia.

October 28-November 8.—Turin Motor Show.

October 31.—British Electrical and Allied Manufacturers' Association Dinner, Grosvenor House, Park Lane, London.

November 10-18.—Scottish Show, Kelvin Hall, Glasgow.

November 13-16.—National Maintenance Conference and Exhibition, Central Hall, Westminster, 1962.

April 30-May 5.—F.I.S.I.T.A. Ninth International Automobile Technical Congress, Church House, Westminster.

May 15-17.—Public Transport Association Conference, Harrogate.

May 29-June 1.—Institute of Transport Congress, Cardiff.

Perkins-Wankel Agreement

AN agreement has been signed under the terms of which F. Perkins, Ltd., may manufacture NSU-Wankel rotary engines under licence in the United Kingdom. The agreement was reached with the patent holders, NSU Motorenwerke, A.G. and Wankel G.m.b.H., and enables Perkins to manufacture petrol marine engines and diesel units. A Perkins spokesman said earlier this week, "As the company plans to undertake extensive development work on these motors it is unlikely that they will be marketed for some time."

No Wankel engines are at present being built on a production basis in Europe as yet, although Curtiss-Wright of America are manufacturing large units embodying the Wankel principle. Several experimental engines have, however, been giving satisfactory results in private cars.

Traffic Level Dangerously Low

PROPOSALS for increased fares, estimated to bring in revenue of £137,341, were granted to the North Western Road Car Co., Ltd., and their joint operators at Stockport on Tuesday. The principal reason for the increases was to offset expenditure amounting to £163,722, £109,770 of which had resulted from the recent wage award to the staff.

Mr. D. L. Fytche, traffic manager of the company, said that since their last fares increase in July, 1960, the number of passengers had decreased, and stage carriage traffic was now being carried at a dangerously low level. Revenue of £150,000 had been expected from the last fares increase but it had only brought in £120,000.

Tipper Granted

AT Carlisle on Monday, the deputy Northern Licensing Authority granted an additional tipper on A licence to J. A. Pickthall and Sons, of Cleator Moor. Mr. H. Pickthall, a partner, said: "This vehicle will be fully employed. I've spent £18,000 on hired haulage."

The deputy Authority, Mr. G. W. Duncan, said: "The figures produced have shown a tremendous increase in business. I don't see why an old established firm like this, carrying a wide variety of goods, should be restricted."

EXCESS FUEL REGULATIONS

WHEN the new Regulations dealing with the excess fuel device on diesel engines comes into force at the beginning of next year, controls on existing vehicles will have to be removed from the cab by the following July.

Announcing this in the Commons last week, the Minister of Transport said that from the beginning of 1962 it would be illegal for a driver to use the excess fuel device while the vehicle was in motion, or for the device's control to be placed in the cab of new vehicles.

He Knows . . .

Mr. G. W. Duncan, the deputy Northern Licensing Authority, told a public inquiry in Carlisle this week: "When you buy hay you want it moved as quickly as possible, not left about. I know how difficult it is getting things done."

Mr. Duncan was once a farmer himself.

No Haulier Objections

LOYDS TRANSPORT AND WAREHOUSING (MANCHESTER), LTD., appealed to the Tribunal against a decision of the deputy North Western Licensing Authority refusing to grant them a B licence for seven vehicles.

Mr. J. R. C. Samuel-Gibson, for the appellants, said the company wanted the vehicles on B licence for use when units of their A fleet were off the road for maintenance and repairs. Since 1952, earnings had increased by very nearly 50 per cent., yet the fleet had hardly increased in size.

The increase was mainly due to the use of the applicant's own vehicles and not attributable to hired transport. An average of 7.2 vehicles were off the road throughout the year.

No road operators objected to the application because they knew they could not be harmed by it, he said.

The chairman, Sir Hubert Hull: "They also know that if this goes through they can do the same."

A decision had not been reached at the time of going to press.

ALL THEIR OWN WORK

EXHIBITS of more than 50 companies in the Owen organization were shown at the Fourth Engineering Convention of the Rubery Owen Group in Birmingham this week. Particular highlights of the convention included a demonstration of Conveyancer fork lift trucks with a wide variety of attachments.

Micrograms . . .

Girling On Rails: Girling disc brakes are to be fitted to 212 coal wagons by British Railways.

They've Moved: J. W. Capstaff (Transport), Ltd., have changed their address to Earlsay, Team Valley Estate, Gateshead, 11.

Trojan: Faith Auto Service (Southern), Ltd., of Eastmead Estate, Ashford, Kent, have been appointed distributors of Trojan Batteries for Kent, Sussex and Surrey.

Further Expansion: With the opening of their new Quick Service department, County Motors (Ashford), Ltd., have completed another stage in their expansion programme. They were appointed Ford Main dealers in 1957.

Seven League Boots: A number of Bedford CA vans fitted with Perkins Four 99 diesel engines are in operation with the Saxon Shoe Co., Ltd., and overall consumptions have worked out at 46 m.p.g. As a result, further vehicles are to be converted.

No Double-deckers for Express Service

ATHIRD attempt to get permission to operate double-deck buses on express camp services by Silver Star Motor Services, Ltd., of Porton Down, near Salisbury, was turned down by the Western Traffic Commissioners at Bristol on Tuesday after a three-hour hearing.

The company wanted to use Atlantean vehicles on their week-end express services for Servicemen from Porton Down to Liverpool and Swansea. Wilts and Dorset Motor Services, Ltd., objected to both applications, and S. C. Shergold to that of the Liverpool service.

Mr. P. E. G. Mather, for Silver Star, admitted that double-deck buses were not usually used on express services of this kind, but he submitted that if this tradition were to be preserved there would never be any headway in public service transport.

Refusing the application, the chairman, Mr. S. W. Nelson, said no fresh evidence had been brought forward to persuade them to alter their previous decision. There was all the difference in the world between a regular service operating daily and a service like the present one which was only necessary "as required" to meet Servicemen's wishes.

BUILDING DRIVERS GET MORE

THE working week for building trade transport workers has been reduced from 46½ hours to 44 hours a week. The weekly wage rates have been increased by 12s., and the payment for nightwork has gone up from 4d. to 8d. an hour. Subsistence has been increased by 2s. to 17s. The agreement covering cost-of-living wage changes has been amended to take account of the shorter week.

£145,000 INCREASE IN COSTS

THE wage award to company bus workers, which came into effect last month, will cost Southdown Motor Services, Ltd., £145,000 a year. Mr. R. P. Beddow, the chairman, said this at the company's annual meeting on Tuesday.

New Branch: A new branch office has been opened by The British Wagon Co., Ltd., at Manningham Lane, Bradford, 8, Yorks.

New Bearing Factory: The foundation stone for the new Skefko Ball Bearing factory at Irvine, Ayrshire, was laid last week by the chairman, Sir Victor A. L. Mallet.

Sales Move: The head sales office of Whitehouse Industries, Ltd., manufacturers of Philidas self-locking nuts and fixings, has been transferred to new premises at the company's works at Monkhill, Pontefract, Yorkshire.

European Marke's Guide: United Dominions Trust, Ltd., have issued a new booklet entitled "The Amstel Club" which lists the member institutions of the Club and describes the specialized facilities available to exporters and importers of capital equipment and durable consumer goods. Copies are available free of charge from U.D.T.'s publicity department, 51 Eastcheap, London, E.C.3.

Flat Fares "Impracticable"

A PROPOSAL that a flat rate per mile be introduced on bus routes as "the only answer" to increasing fares was put forward at a joint session of the Yorkshire and East Midland Traffic Commissioners sitting in Derby last week.

The proposal came from Mr. H. Bingham, whose council, Chesterfield R.D.C., opposed applications for fares increases by Barton Transport, Ltd., Mansfield District Traction Co., Midland General Omnibus Co., Trent Motor Traction Co., Ltd., and the East Midlands Motor Services, Ltd.

Mr. Bingham told the Commissioners: "We believe it is time the whole fares structure was revised." To his proposal for a flat mileage rate, the chairman, Mr. C. R. Hodgson, commented: "That would not please people who live 20 miles from their work."

Mr. Bingham contended that there would be no undue hardship to people living in North Derbyshire, and suggested that the companies be persuaded to get on with such a revision as soon as possible.

The suggestion was opposed by Mr. J. H. Richardson, general manager of the East Midlands Motor Services, Ltd., who said that a flat rate would be quite impracticable. "For long-distance runs the cost would be enormous. I have never heard the point brought up before," he said.

Granting all five applications, Mr. Hodgson said that the Commissioners had to take into account the fact that the extra revenue the companies would receive would be less than the amount they had to bear in increased costs. The increases will come into effect on July 2.

Midland "Red" Increases Granted

MOST of the fares increases applied for by the Midland "Red" company last week have been granted by the East and West Midland Traffic Commissioners.

The increases include a rise in the minimum fare from 2½d. to 3d., an increase in workmen's fares, and a higher scale for single and schoolchildren's tickets.

In a reserved decision, the Commissioners stated that the method of charging for children's half fares would remain unaltered—they would still be charged to the nearest ½d. above.

The Commissioners have deferred their decision on the company's proposal to include a surcharge on express carriage services between London and Birmingham on the M1 route, pending consultation with the Metropolitan Traffic Commissioners.

M.P.s Attack Decline in Rural Bus Services

From Our Political Correspondent

IN an attempt to prod the Government into helping country bus services, Mr. Rupert Speir (Tory, Hexham), a leading champion of rural transport, has put down a motion in the House of Commons asking for quick action.

The motion—which soon received support from many Tories—views with concern the continuing reduction of bus services in the rural areas of Great Britain, and draws attention to the hardship imposed on the rural population by the disappearance of public transport facilities.

It warns that this will lead to the further depopulation of the countryside, and says that special steps are urgently necessary to ensure that adequate services are maintained.

House of Commons motions can form the basis of a debate, but there is little chance of this happening in the present case. The Government will need all the

time available during the few remaining weeks of this Parliamentary session to deal with the legislation in hand—and until he has come to some decision about the Jack Report, Mr. Ernest Marples, the Minister of Transport, will not be over-anxious to be badgered about country bus services.

But even if the motion does not lead to a debate, it will serve as a valuable indication to Ministers that M.P.s are really concerned about the problems facing rural transport services.

Dim Outlook for Hull

THE outlook for 1961-62 was far from bright and the latest figures indicated a deficit of £86,000, which might lead to a further application for fares increases, said Mr. G. H. Pulfrey, transport manager, in his annual report to Hull transport committee.

Sheffield Profit

A NET surplus of £12,233 for Sheffield transport department for the year ended March 31, 1961, was reported to the city's transport committee last week. The gross surplus on the year was £677,353, which was £253,713 more than in 1959, when £100,000 was lost through a 17-day strike.

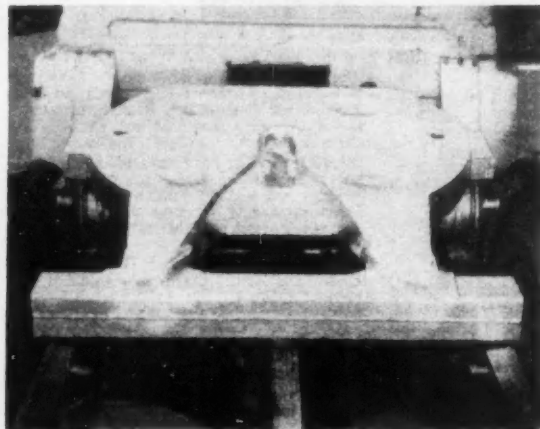
The committee approved an application for higher fares estimated to produce about £160,000.

EDINBURGH FARES APPLICATION

THE Scottish Traffic Commissioners last week reserved their decision on an application by Edinburgh Corporation Transport Committee to increase fares.

For the Corporation, Mr. W. M. Little, transport manager, told the Commissioners that if fares were not increased there would be an estimated deficit of £194,000 by next May. Whilst the increases granted last year showed, for the first time in years, a profit, they had since then been committed to a further £200,000 costs.

York Introduce Interchangeable Coupling



R18

THE York Trailer Co., Ltd., announced last week the introduction of a new form of interchangeable coupling gear which can be used with S.A.E. king-pin type and British automatic coupling gears. The coupling is known as the Yorkmatic, and its list price is £92. The coupling needs no mounting, the only chassis modification required being to the brake lines: this can be carried out by York for an additional £14 if required.

The Yorkmatic can be used to convert any tractive unit equipped with any make of automatic coupling to enable it to be used with a conventional fifth-wheel semi-trailer, or conversely can enable a fifth-wheel semi-trailer to be used with an automatic-equipped tractive unit. Thus the adaptor can remain attached to either the tractive unit or the semi-trailer, according to an operator's needs. Lighting contacts are provided and the complete adaptor weighs 390 lb. A particular advantage is that it can be transferred from a tractive unit to a semi-trailer without manual handling.

The new Yorkmatic coupling is seen attached to the automatic coupling gear of a prime mover, thereby enabling it to be used with fifth-wheel-type semi-trailers.

FULL-POWER
TRACTION
 plus **HIGHER**
MILEAGE
MEANS

Double Saving

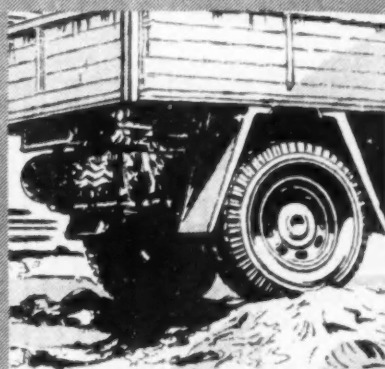
YOU SAVE OFF THE ROAD. Over sand, gravel, rubble or mud, over the rockiest, roughest, toughest surfaces, the massive traction buttresses of the AVON T.M. transmit all your horse-power, eliminating wheel spin, preserving the centre tread for long, trouble-free service.

YOU SAVE ON THE ROAD. Despite its rugged shoulder traction pattern the AVON T.M. thrives on road work. The deep cut centre tread with central riding ribs gives excellent road performance with even wear — *plus* the famous Avon, money-saving higher mileage!

FOR ECONOMY'S SAKE FIT

AVON
TRACTION MILEAGE

THE AVON INDIA RUBBER CO. LTD., MELKSHAM, WILTS.



AVON
 AN ALL-BRITISH
 ORGANISATION

TODAY'S TOUGHEST TRAILERS NOW HAVE

BETTER THAN EVER SUSPENSION!

Yes, there's good news from Cranes—a brand new 16-ton trailing arm tandem suspension that's 3 cwt. lighter than previous suspensions of this type, allowing much greater payload. It's also simpler and cheaper than other trailing tandem suspension systems, incorporating independent suspension of each wheel and progressive springing action to ensure easy riding, whether fully loaded or running empty.

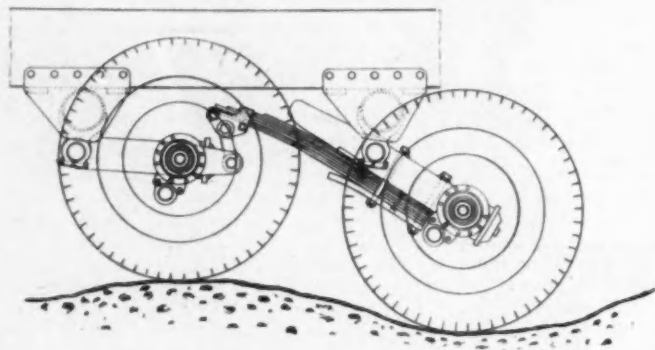
There are *no* lubrication points on the suspension itself and the use of Ferrobestos bushes and thrust washers eliminates maintenance and greasing as well as damping down movement. Brake transference is also completely eliminated, ensuring 'no hop' even on the fiercest braking. Tyres from 8.25 x 20 to 11.00 can be fitted on the same suspension assembly making for easy interchangeability of trailer and tractor tyres.

Tested for toughness, endurance and flexibility over the most arduous road conditions possible at the M.I.R.A. testing ground, the suspension had a completely trouble-free run.

So there you are, Cranes new suspension is good news all right. Why not write or phone now for full details?



The renowned Crane 16-tonner, now fitted with new "no-hop" suspension.



See how the specially shaped extension from the rear radius arm bears down on the curved spring, giving more progressive suspension and ensuring that both wheels ride easily and independently over any obstacle.

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Transport Tribunal Decisions**Haulier Told He Must Begin Again**

REFUSING to grant an appeal by Taylor's Transport, of Bacup, Lancs, the chairman of the Transport Tribunal, Sir Hubert Hull, said in London on Monday that it was "plainly a case where Mr. Taylor must begin again. The less we say about the deficiencies in the case the better, lest we prejudice another hearing."

The appeal was against a decision of the North Western Licensing Authority, refusing to grant an ordinary A licence for one 4-ton flat lorry.

His Own Dangers

Sir Hubert said the defect was in Mr. Taylor's own evidence and the dangers which he had to meet were in his own house, and not of potential objectors.

"It is essential he should be in a position to prove that his present two vehicles are really on the point of being over-occupied. That could only be shown if there were reasonably detailed figures showing, by reference to weights, times and money, what was being done for the predominant customers."

However, he did not think the objectors' evidence was as strong as the Licensing Authority seemed to think and he sympathized with Mr. Taylor.

Mr. J. E. Driver, for Taylor's Transport, said there was an agreed limitation on the normal user, which was to carry textile goods, machinery and requisites for the shoe trade.

Against the Evidence

He said the grounds for the appeal were that the decision of the Licensing Authority was against the weight of evidence, and that the Licensing Authority had not given due regard to the material facts which were proved in evidence.

The principal reason for his decision was that he thought the evidence given by the B.T.C., in particular British Railways, was reasonably conclusive as to existing facilities. They appeared to be adequate. Also, he thought that what the applicant wished to do was to abstract traffic from the B.T.C.

On the question of abstracting, the appellants submitted that if the evidence was looked at as a whole, it did not bear that inference.

The traffic which Taylor's would carry, if the licence were granted, was at present carried by a firm called Williams' Transport. They had not objected to the original application.

SOUTH WALES BUS FARES

THE Minister of Transport expects to announce within the next few weeks his decision on the appeal by South Wales local authorities against the decision of the South Wales Traffic Commissioners on increased bus fares.

London Fish Merchants Win 14-vehicle Appeal

IN London on Monday, the Transport Tribunal granted the London Wholesale Fish Trade (Billingsgate), Ltd., B licences for 14 vehicles to carry fish from London railheads to Billingsgate and empty boxes on return.

The Tribunal were giving a reserved decision on the company's appeal against a decision of the Metropolitan Licensing Authority which allowed them only seven vehicles.

The chairman, Sir Hubert Hull, said the company was a subsidiary of the London Fish Merchants Association (Billingsgate), Ltd., whose members were all wholesale fish merchants in the Billingsgate area.

Objectors to the original application were the B.T.C., and "the real protagonists," E. Goldsmidt, Ltd. The inquiry was held on December 12 last year.

The facts to justify the application, said Sir Hubert, were few and not really in dispute. For some years before July, 1960, the Billingsgate merchants' requirements for carriage of fish were met by three undertakings, British Railways carriage services, Goldsmidt's, and Oldham's Transport, Ltd.

The division of traffic between them was shown in figures produced for 1959. Some 81,000 tons of fish were carried, British Railways taking 42,000 tons, Goldsmidt's 17,000 tons, and Oldham's 22,000.

In July, last year, Oldham's informed the Association that they had decided to discontinue carrying into Billingsgate. They agreed to carry provided that every effort was made by the Association to make other arrangements. On December 7, the Association lodged an application for vehicle licences.

The Licensing Authority, said Sir Hubert, was doubtful about the gap Oldham's withdrawal would leave. "We don't think it has been sufficiently proved for us to decide that the gap which required to be filled is less than the part of the traffic which Oldham's was carrying," he said.

In evidence, Oldham's had said they used 13 vehicles regularly and thought 14 were necessary adequately to handle the amount of traffic.

The objectors, concluded Sir Hubert, had completely failed to establish that they could fill the gap which the Oldham withdrawal had left.

C-switch Fight Unsuccessful

AN appeal by Griffiths Contractors, Ltd., against the refusal of the South Eastern Licensing Authority to grant A licences for two vehicles was dismissed by the Transport Tribunal in London this week.

Giving the Tribunal's reserved decision, the chairman, Sir Hubert Hull, said that Griffiths applied for the licences in November last year. The vehicles were to operate from Worthing, carrying horticultural produce to the London markets. In April they had entered into an arrangement with a Covent Garden firm to whom they hired two vehicles under C licences to carry produce from Sussex to the London markets. If the application had succeeded carrying under this C-licence agreement would cease.

Nine growers from West Sussex gave evidence that they would have a better service than was given by existing British Railways facilities. Their traffic in the main consisted of mushrooms, fruit and flowers which had to be at the markets in a short time.

Sir Hubert said that figures for the traffic carried under the agreement left the details "very much in the air." The evidence on behalf of British Railways presented a formidable case, to the effect that their existing facilities were suitable in the full sense of the word.

The critical question, said Sir Hubert, was whether it was or was not established

that the facilities which the contractors said they wished to provide were more suitable than those which had at all times been made available by British Railways.

The fact was stressed that the growers in support of the application were willing to pay charges for the road services which were in excess of the railways charges. The evidence as to the later arrival of trains, however, was very marginal, said Sir Hubert.

1,875 SMOKE PROSECUTIONS

IN England and Wales last year 1,875 offences relating to the emission of fumes from vehicles were dealt with by prosecution, said Mr. David Renton, Under Secretary at the Home Office, in the Commons last week.

In addition, the police gave 406 written warnings in respect of alleged offences. No record was kept of the number of oral warnings issued.

U.T.A. CAPITAL TO BE REORGANIZED

A BILL designed to reorganize the capital structure of the Ulster Transport Authority is to be introduced during the present session of Parliament, Mr. Andrews, Minister of Commerce, said in the Ulster Commons last week.

Orders and Deliveries

PRETORIA'S FIRST RELIANCES: A.E.C. Vehicles (S.A.), Ltd., have received an order from the transport department of Pretoria Municipality for 20 Reliance 17-ft. 6-in.-wheelbase passenger chassis, to be fitted with Monocontrol transmissions. These will be Pretoria's first underfloor-engined buses, and will have locally built bodies.

ECONOMY BEAVERS: The Liverpool Warehousing Co., Ltd., have ordered six Leyland Beaver tractive units, to be powered by Power-Plus 0.600 140-b.h.p. "economy" diesel engines.

IRISH MAMMOTS: Clondalkin Concrete Co., Ltd., Clondalkin, Co. Dublin, have ordered six A.E.C. Mammoth Major eight-wheelers from Commercial Road Vehicles, Ltd., A.E.C.'s distributors in Eire. They will have platform bodies.

STEELWORKS COMETS: A further eight Leyland Comet chassis have been ordered from Ashok Leyland, Ltd., by the iron and steelworks at Durgapur. All-steel platform bodies will be supplied by Associated Indian Enterprises Pvt., Ltd., Calcutta.

MORE LISBON REGENTS: Lisbon Electric Tramways have called for a further 24 A.E.C. Regent Mk. V double-decker chassis, with 11.3-litre engines and Monocontrol transmissions. This follows an order placed last year for 30 similar chassis, and will bring the concern's fleet of A.E.C. vehicles up to over 250.

PAKISTAN SCARAB ORDER: The Pakistan Ministry of Defence have ordered four Scammell Scarab tractive units and 16 matching semi-trailers with 15-ft. bodywork. They will be used between docks and ordnance depots in Karachi.

YORK COMPONENTS FOR CANADA: Last week the York Trailer Co., Ltd., shipped 20 third-axle kits, 25 fifth-wheel gears and a quantity of spare parts to Canada. The consignment weighed approximately 11 tons.

140 INDIAN BUSES: Ashok Leyland, Ltd., have received orders from two Indian operators for a total of 140 single-deck buses. Uttar Pradesh Roadways have placed a repeat order for 100 Comets, valued at over £285,000, and Ahmedabad Municipal Transport Service have ordered 40 Royal Tiger Cub underfloor-engined chassis with 0.600 125-b.h.p. diesel engines and Pneumo-Cyclic gearboxes.

HILL-CLIMBING LEOPARD: The one-man-operated Leyland Leopard recently placed in service by the Todmorden Joint Omnibus Committee is to be used on hilly stage-carriage routes around Todmorden. It has a 44-seat East Lancashire Coachbuilders' body.

NARROW ARABS: The China Motor Bus Co., Hong Kong, have placed a repeat order for 16 Guy Arab single-deckers, with Gardner 5LW diesel engines. Because of Hong Kong's narrow streets the buses are to be only 7 ft. 6 in. wide, with wheelbases of 14 ft. 6 in.

ROUTEMASTER COACHES: London Transport have placed an order with A.E.C., Ltd., and Park Royal Vehicles, Ltd., for 68 Routemaster 27-ft. 6-in.-long double-deck coaches for use on Green Line routes, where they will replace RF-type 39-seaters. The new coaches will seat 57 passengers, and will have semi-automatic gearboxes and air suspension at the rear axles. Fuel-tank capacity is to be increased to 41 gal. Other special features include the use of fluorescent lighting, jack-knife doors and luggage racks.

AIRLINE CUBS: Pakistan International Airlines have ordered three Leyland Tiger Cub PSUC1.1 single-decker buses.

THIRTY-FIVE FOR LEEDS: Leeds City Transport Committee has recommended to the City Council the purchase of 35 buses. The total value of the contract will be nearly £200,000 and will consist of: five A.E.C.-Roe 41-seat Reliances suitable for one-man operation; 10 A.E.C.-Roe 70-seat Regals; 10 Daimler-Roe 70-seat double-deckers, five with forward entrances and five with rear; and 10 Leyland-M.C.W. 70-seat Titans with rear entrances.

PAKISTAN PICKS GUYS: Twenty-six Guy Arab double-deck buses have been ordered by the West Pakistan Transport Board. They will have Gardner 6LW engines and 18-ft. 6-in. wheelbases.

TELEHOIST EXPORT ORDERS: Telehoist, Ltd., Cheltenham, report that they are continuing their 1960 level of exports. Recent orders include 6-cu.-yd. bodies and gears for Lagos, where they will be fitted to Mercedes-Benz chassis; bodies and gears for Nigeria, to be fitted to Commer's; bodies and gears for Iraqi Army Thames 5-tonners; and 5-cu.-yd. fixed-side bodies for mounting on Bedfords in Lagos.

MORE BACCY BUSES: A further 21 Guy buses have been ordered by J. Fitsios and Co., Ltd., Athens, and it is understood that—as on a previous occasion—the deal will involve the exchange of Greek tobacco for the buses. The latest order calls for 10 Victory 18-ft.-wheelbase single-decker chassis for use in Athens, and 11 Warrior single-deckers to be used on inter-city services.

April Registration Figures

OVER the past few months, the total registrations of new commercial vehicles in this country have fluctuated a great deal between the 20,000 and 30,000 mark. This is shown in the month of April, 1961, when the total was 26,039 as compared with the record level attained in the previous month of 33,489. The total of new commercial vehicles registered in January-April, at 111,381, however, was 5,647 higher than in the comparable period of 1960.

Details appear in the accompanying table.

NEW REGISTRATIONS—APRIL, 1961

Type	Petrol	Oil	Electric	April	Jan.-Apr.
Hackneys	46	702	—	748	2,707
Goods:					
Agricultural	288	99	—	387	1,891
Showmen's	—	1	—	1	2
Local Authorities (watering and cleansing)	4	12	—	16	62
Tower wagons	5	5	—	10	40
Other goods	12,926	5,508	141	18,575	78,785
Total Goods	13,223	5,625	141	18,989	80,780
Exempt vehicles	1,078	749	36	1,863	8,156
Tractors	6	49	—	55	70
Agricultural engines (£2 10s. class)	149	4,228	7	4,384	19,668
Grand Totals	14,502	11,353	184	26,039	111,381

Two Big Coal Tippers for Western Concern

AN application by C. W. Jones (Fuel and Haulage), Ltd., of Sherborne, Dorset, to vary their A licence by adding four tippers (37 tons 1 cwt.) was half successful before the Western Licensing Authority, Mr. S. W. Nelson, at Bristol last week. British Railways and British Road Services objected.

Mr. T. D. Corpe, for the applicants, said that the application was being supported by a witness from the Southern Gas Board and it was most unusual to get representatives from these boards to attend public inquiries to support hauliers' applications.

There had been a previous application in 1960, said Mr. Corpe, when the Authority granted two additional vehicles, but they were subsequently removed from the licence by the Transport Tribunal who, said Mr. Corpe, took the view that because British Railways move 150,000,000 tons of coal a year it could not be held the railway facilities were unsuitable.

High-level Discussions

Mr. Corpe also went on to say that high-level discussions always took place between British Railways and the National Coal Board over the movement of coal and coke by rail. No coal could be moved by road without the National Coal Board's permission, and the railways would be aware of this.

The Licensing Authority pointed out to Mr. Dennier Priest, manager of C. W. Jones, that he had recently granted the concern two additional contract vehicles to enable them to carry for the Southern Gas Board, and he did not feel that a further two additional vehicles would be required.

Mr. Nelson eventually granted two additional vehicles of 18 tons 10 cwt. unladen weight.

EDINBURGH'S NEW DEPOT

EDINBURGH Corporation Transport Department have been granted permission to proceed with the building of a new depot at Seafeld Road, Edinburgh.

Plastics in Haulage

THERE was little emphasis by exhibitors at this week's International Plastics Exhibition on automobile applications of the wide range of plastics materials.

Many concerns represented showed such things as window winders, door handles and interior trim materials, but only National Plastics, Ltd., Walthamstow Avenue, London, E.4, included on their stand a special display of parts moulded by them for various vehicle and component manufacturers. These included battery boxes, trays and covers, generator pulleys and instrument panels.

Tecalemit, Ltd., Plymouth, exhibited a new range of nylon "Fullway" high-pressure hose. This is intended for pressure lines carrying air, coolants, lubricants and hydraulic fluids, and is made in a range of internal bore sizes from $\frac{1}{8}$ in. to $\frac{1}{2}$ in. dia. Re-usable end fittings specially for this hose were also shown, together with a range of nylon tubing which can be used for fuel lines, and various plastics injection mouldings for the motor industry, including nylon gear wheels.

E.R.F. Cab

A reinforced-plastics cab for an E.R.F. chassis was included in the exhibits on the stand of the North Western Reinforced Plastics Society. This had been made by Bowyer Bros. (Congleton), Ltd., Congleton, Cheshire.

Other commercial vehicle applications were shown on the stands of Bakelite, Ltd., and Reichhold Chemicals, Ltd. Bakelite showed a 3,000-gal. tank for a road vehicle made by Tough Plastics, Ltd., for Murgatroyd Salt and Chemical Co., Ltd. Vybak thermoplastic sheet, which is manufactured by Bakelite, forms a basis for external layers of reinforced plastics. Total thickness of the wall is $\frac{3}{4}$ in. and the weight of the complete tank, including manhole fittings, is $\frac{1}{2}$ ton. The exhibition of this tank was reported in our issue of June 2.

One-piece Container

A 6-ton, one-piece-moulded, reinforced-plastics container made by Mickleover Transport, Ltd., for B.R.S. (Meat Haulage), Ltd., was exhibited on the stand of Reichhold Chemicals, Ltd. This uses materials made by Reichhold and has a capacity of 630 cu. ft. A stainless-steel framework fitted inside the container has three runners at roof level with hooks for the carriage of meat carcasses. Similar containers were described in *The Commercial Motor* on March 31, 1960.

DUNLOP EXPANSION IN JAPAN

DUNLOP JAPAN have completed plans for a further major expansion of their Kobe and Nagoya factories. These plans, which cover new plant and buildings as well as the modernization of existing plant, will cost £5m. over the next two years.



Borneo is the destination of this Scammell mobile rig for servicing oil-wells up to 7,500 ft. deep. It was ordered by the Shell International Petroleum Co., Ltd., on behalf of the Brunei Shell Petroleum Co., Ltd., and is based on a Super Constructor 21-ft. 9-in. wheelbase, 6 x 6 chassis with 160-b.h.p. diesel engine. Woodfield Rochester, Ltd., supplied the Ideco-Woodfield well-servicing equipment, and the hoist operates in conjunction with an 89-ft. telescoping Kwik-Lift mast.

Big Increase in Bulk Transport

CARMANS TRANSPORT, LTD.

Scholar Green, Stoke-on-Trent, were partially successful at Macclesfield last week when they asked the North Western Licensing Authority, Mr. F. Williamson, for four A units of 17½ tons, all articulated. They were granted two vehicles.

The managing director, Mr. W. R. Carman, produced figures which showed substantial increase in operation, the net earnings having risen from £116,000 to £135,000. Smalls traffic had risen and in the carriage of food there was now a tendency for grocers to buy in bulk, rather than have several minor deliveries.

Three years ago it had been decided to standardize the large vehicles of the fleet by making them articulated, and for this reason they wanted a new unit to comply.

In cross-examination, Mr. G. H. P. Beames, objecting for the British Transport Commission, asked why the figures had not been broken down to show the individual earnings of vehicles in the present fleet. Mr. Carman replied that it would be impossible to do this.

Service Usually Good

Mr. P. McLaim, transport executive of Nestlé Co., Ltd., London, stated that they employed Carmans to carry all over the British Isles. Usually a very good haulage service was given, but recently some goods had been delayed and there had been complaints from customers. The railways and B.R.S. were used extensively, and some of their factories were rail-siding connected.

With the increase in supermarkets and large grocery stores, the tendency now was to buy products in bulk, said Mr. A. J. Macdonald of H. and J. Heinz, Ltd., Chester. A sliding scale of prices had been introduced to encourage bulk order. Speed was essential, but now they were not able to deliver as quickly as they would like.

They employed British Railways and if the application were granted it would not make any difference to the amount of traffic the railways were given.

Mr. Beames observed that the applicants have been carrying wallpaper in quantity for some time, but this was not in the normal user.

Steel was mentioned in the user, but very little was actually carried, said Mr. Carman. It was then suggested that steel should be taken out and wallpaper substituted.

Mr. Beames submitted that it was a case of quantum and asked that two vehicles should be granted instead of four. No precise figures were available and it must also be taken into consideration that the railways had recently opened a new goods depot at Stoke-on-Trent which was able to deal with all traffic.

Before giving his decision, Mr. Williamson asked the company to consider the normal user carefully in relation to their operations, and to decide if any of the commodities needed to be changed. He said that he could not disregard the new railway depot, and he criticized the figures given. Carmans were granted two vehicles of 8½ tons.

Castrol Profits Dip

IN his statement prepared for submission to shareholders at the annual meeting on July 14, Mr. L. W. Farrow, chairman of Castrol, Ltd., points out that the general picture of group trading during 1960 was one of increased sales and lower profit margins. As a result the Group trading profit of £4,586,845 showed a reduction of £112,291, in comparison with 1959.

Group sales of Castrol during 1960 reached a new ceiling and about 50 per cent. of the turnover resulted from overseas business.

Final dividend is 13½ per cent., less tax, making a total for the year of 20 per cent.

"Air Transport Cannot Replace Road Transport"

THERE is little prospect of air transport superseding road transport within the foreseeable future, according to Mr. J. H. H. Wilkes, Somerset County Surveyor. In his annual report he refers to the growing congestion on West country roads and the vain efforts to convince the Minister of Transport on the urgency of improvements, especially in regard to a motorway from Bristol to Exeter and Plymouth.

Mr. Wilkes considers there will have to be many more motorways, and that forecasts of large-scale transport by helicopter are unlikely to be realized.

It is possible, he says, that the hovercraft has a transport future, but it will still require roads even if they are not as strongly constructed as present highways. Upward and sideways blast and dust would also create serious problems in towns; so, too, would control in acceleration and stopping.

The report quotes the Director of the Chicago Area Transportation Study as saying that motor transport may be a necessary evil, "but it is a thing to be lived with. . . Without transportation—and efficient transportation—the society of this century does not exist."



This Albion Chieftain is one of four operated for the Posner Paper Co., Brooklyn, New York, by M.G. Truck Rental. It has an unpainted light-alloy body, built by A. Praeger and Son, Brooklyn, and the van's unladen weight is just over 5 tons. It is seen making a delivery in Long Island City.

New Transport Companies

Maryland Haulage and Plant Hire Co., Ltd. Cap. £100. Subs.: D. M. Graeme and P. G. Graeme, 61 Fairview Avenue, Gillingham, Kent. Sec.: D. M. Graeme.

Mwyndy Transport, Ltd. Cap. £2,000. Dirs.: S. Wilking, 4 Lanwen Road, Maesycod, Pontypridd, Glam.; E. L. Skraburski, 4 Graig Road, Ynshir, Glam. Sec.: C. Lewis. Reg. office: Mwyndy Cross, Llantrisant, Glam.

Tattersall Freight, Ltd. Cap. £8,000. Dirs.: J. W. Tattersall, 38 Barnsley Road, Goldthorpe, Rotherham; W. Mortimer, 2 New Lane, Sprotborough, Doncaster. Sec.: E. Mortimer. Reg. office 2 New Lane, Sprotborough, Doncaster.

S. Welsby and Sons, Ltd. Cap. £500. Dirs.: S. Welsby and N. E. Welsby, of Super Homes Park, Old Mill Lane, Forest Town, Mansfield; S. Welsby. Sec.: S. Welsby. Reg. office: 20 Birley Street, Blackpool.

Hill and Co. (Mountain Ash), Ltd. Cap. £10,000. Dirs.: J. J. Whitten, 1 Station Road, Hirwaun, Glam.; W. R. Lewis, Mon Repos, Y. Goedwig, Rhiwbina, Cardiff. Sec.: M. Jones. Reg. office: Abercwmboi Garage, Aberdare.

Dawlish Coaches, Ltd. Cap. £100. Dirs.: R. C. L. Lynde Tomlinson and D. C. Lynde Tomlinson, Sea View, Bradlake Hill, Dawlish. Sec.: F. A. Thrower. Reg. office: 92 Castle Circus House, Torquay.

Berlt Transport, Ltd. Cap. £100. Subs.: M. Lyons, 35 Fellows Road, London, N.W.3; C. M. Gillies, 10 Glenloch Road, London, N.W.3.

H. W. Bennett (Commercial Vehicle Body Builders), Ltd. Cap. £1,500. Dirs.: F. W. Bennett and J. Bennett, 20 Beech Avenue, Worcester. Sec.: J. Bennett. Reg. office: 56/58 Barbourne Road, Worcester.

Porter's Transport (Millwall), Ltd. Cap. £500. Dirs.: W. A. F. Porter, 217 Farlington Avenue, Harold Hill, Romford; C. Dunwell, 77 High Oaks, St. Albans. Sec.: W. A. F. Porter. Reg. office: 593 High Rd., London, E.10.

J. H. Williams Transport (Liverpool), Ltd. Cap. £100. Dirs.: J. H. Williams and E. Williams, 149 Heyworth Street, Liverpool, 5. Sec.: J. H. Williams. Reg. office: 28 Chapel Street, Liverpool, 3.

Trio Transport and Trading Co., Ltd. Cap. £1,000. Dirs.: P. S. Williams, 24 Lluysbach, Ystradgynlais, Brecon; J. R. Williams, 30 Lluyst, Ystradgynlais, Brecon; C. Davies, 3 Penybanc, Seven Sisters, Glam. Sec.: P. S. Williams. Reg. office: 30 Lluyst, Ystradgynlais, Brecon.

Selimpex (London), Ltd. Cap. £100. Subs.: S. Hart and A. Hart, Imperial House, Kingsway, London, W.C.2. Sec.: S. Hart. Reg. office: 92 New Cavendish Street, London, W.1.

Marshall Transport and Warehousing Co., Ltd. Cap. £1,000. Dirs.: W. P. Hemsted, 143 Hall Lane, London, E.4; H. Roberts, 16 Jerome House, Carr Street, London, E.14. Sec.: S. Hart. Reg. office: 28 Marshall Lane, London, E.14.

George Hodgkinson (Bolton), Ltd. Cap. £1,000. Dirs.: E. Hodgkinson, 11 Springfield Road, Bolton; S. Hodgkinson, 464 Manchester Road, Bolton; E. Hodgkinson. Sec.: E. Hodgkinson. Reg. office: 464 Manchester Road, Bolton.

Lord's Transport, Ltd. Cap. £5,000. Dirs.: V. A. Lord and L. A. Lord, Straw Hall Farm, Ellistown, Leics. D. Pearce, Watts Lodge Farm, Welford, Leics. Sec.: B. F. Inould. Reg. office: Straw Hall Farm, Ellistown, Leics.

Pool-Vac, Ltd. Cap. £100. Dirs.: C. I. Bland and V. M. Bland, Pooks Hill, Dukes Ride, Crowthorne, Berks. S. J. Carr, Landoya, Wiltshire Avenue, Crowthorne, Berks. Sec.: C. I. Bland. Reg. office: Pooks Hill, Dukes Ride, Crowthorne, Berks.

Garrett and Tarleton, Ltd. Cap. £1,000. Subs.: G. Tarleton, 6 Easton Close, Liverpool, 12; R. Garrett, 56 Branthwaite Crescent, Liverpool, 11. Sec.: E. N. Oliva, 38 Bankburn Road, Liverpool, 13.

K. R. Easter, Ltd. Cap. £100. Dirs.: K. R. Easter and T. M. Easter, 38 Milton Avenue, King's Lynn, Norfolk. Sec.: T. M. Easter. Reg. office: 38 Milton Avenue, King's Lynn, Norfolk.

Chilton's Transport, Ltd. Cap. £100. Dirs.: W. T. Chilton, 68 Thiverton Drive, London, S.E.9; H. W. Chilton, 128 Imperial Way, Chislehurst, Kent. Sec.: H. W. Chilton. Reg. office: 16 Belmont Hill, London, S.E.13.

The Duke and Diesel Fumes

THEN there is the question of diesel smoke, which I am sure is shortening my life." The Duke of Edinburgh said this at a lunch following the annual general meeting of the Automobile Association in London last week.

The Duke also made comments about roads. "I hope we can induce those responsible for making traffic arrangements to make them so as they are of value to road users, and not just because they look nice on a plan," he commented.

He also thought more attention needed to be paid to cambers and corners, and also to signposting, which was "chaotic."

Municipal Contracts

Penryn Corporation, Cornwall, are recommended to accept the tender of T. H. Nicholls, Ltd., of Penryn, amounting to £750, for the supply of a 30-cwt. lorry.

Stockport Corporation have accepted the tender of the Stanley Engineering Co., Ltd., of Egham, Surrey, amounting to £2,210, for the supply of four Manuloc vehicles.

Carlisle Corporation Health Committee recommend acceptance of the tender of Myers and Bowman, amounting to £3,332, for the supply of two refuse collection vehicles.

Southwark Borough Council are recommended to accept the quotation of Rootes, Ltd., for the supply of a Karrier Bantam tipper vehicle, with diesel engine and metal-lined body, for the sum of £1,007.

Hertford Corporation are recommended to accept the tender of Dennis Bros., Ltd., amounting to £3,127, for the supply of a Dennis 18-24-cu.-yd. capacity Paxit II refuse collection vehicle, complete with towing attachment.

Northampton Corporation Watch and Fire Service Committee recommend acceptance of the tender of Grose, Ltd., amounting to £1,871, for the supply of a new Bedford/Lomas ambulance, and a Bedford/H.C. Type "B" water tender, for the sum of £4,150.

Croydon Corporation Transport Committee have approved the purchase of an Austin A35 van at a cost of £361; the purchase of two Austin "304" 3-ton diesel trucks with dropside bodies; the purchase of an Aveling-Barford roller with Ford 4D diesel engine at a cost of £2,846; an International BT8 diesel-powered Bullgrader to replace a Fowler Bullgrader, at £2,991, less an allowance of £200 for the old Bullgrader.

Newcastle upon Tyne Council are recommended to accept the tenders of Shelvoke and Dreyer, Ltd., of Leitchworth, Herts, for the supply of (a) seven 25-cu.-yd. hygienic loading refuse collection vehicles fitted with powerpress and hygienic loading shutters, for the sum of £22,316; and (b) one bulk loader refuse vehicle designed for the handling of 1½-cu.-yd. circular containers, and fitted with powerpress and a container truck, for the sum of £3,323.

Maldstone Corporation Transport Committee have recommended that existing contracts with Leyland Motors, Ltd., and Massey Brothers, Ltd., for the supply and delivery during the current financial year of three 8-ft. wide double-deck buses be extended to provide for the supply and delivery of an additional four new 8-ft. wide double-deck buses for delivery in the summer of 1962, on the same terms and conditions as for the existing contract, the additional approximate cost being £18,937.

Luton Corporation Transport (Welfare) Subcommittee recommends acceptance of the quotation of East Lancashire Coachbuilders, Ltd., for the supply and fitting of six new 64-seat omnibus bodies with front entrances to six "Lo-Line" chassis at a cost of £3,245 for each body. The Highways and Planning Committee have authorized the placing of an order with D. Millward and Co., Ltd., for the supply of four Karrier Bantam 2-ton tipper vehicles at a cost of £1,006 10s. each, less fleet user's discount.

Bolton Corporation Transport Committee are to place an order with Leyland Motors, Ltd., for the supply of 15 30-ft., double-deck Atlantean bus chassis, (14 with semi-automatic gearboxes and one with fully automatic gearbox), and an order with East Lancashire Coach Builders, Ltd., for the supply of eight 30-ft., 81-seat, double-deck front-entrance type bus bodies with illuminated exterior advertising panel; and with Metropolitan-Cammell-Weymann, Ltd., for the supply of 7 30-ft., 78-seat double-deck front-entrance type bus bodies, the total cost being £102,491.

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The great demand for Foden is a true measure of its worth. These vehicles are a solid investment in reliability, and their performance keeps costs to a minimum. You can't wonder the demand grows.

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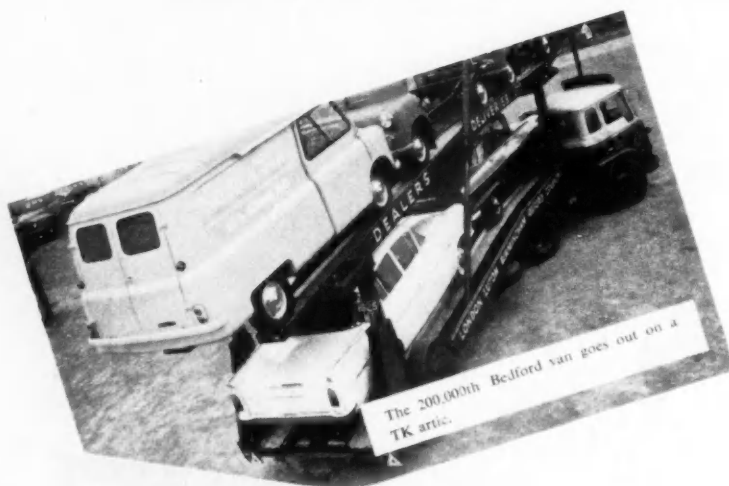
Telephone: Sandbach 644 (10 lines)

London Sales Office: 139 Park Lane, W.1

Telephone: Grosvenor 5932

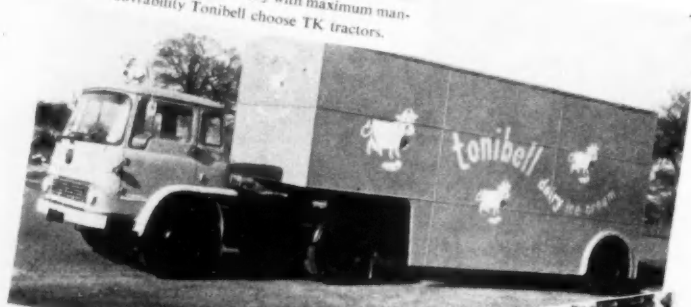
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They take some these Bedford



The 200,000th Bedford van goes out on a TK artic.

For fast reliable delivery with maximum manoeuvrability Tonibell choose TK tractors.



Open top trailer for crane loading on a Bedford TK with 5-speed gearbox and 2-speed axle.



Stability,

TK TRACTOR FEATURES AT A GLANCE

THREE MODELS

8 ton; 10 ton; 12 ton

ADAPTABLE

will take any coupling gear. Trailer lengths: 25 feet with automatic; 26 feet with fifth wheel

MANOEUVRABLE

Effortless steering, turning circle only 30 feet

BRAKES

AIR or vacuum standard for diesels. Vacuum standard for petrol-engined models. Brake lining area 493 sq. ins.

TRIPLE SAFETY

- (1) Mechanical link between footbrake and servo
- (2) Tandem hydraulic master cylinder
- (3) Completely independent transmission handbrake

RIDING COMFORT

both laden and unladen. Extra long front springs with telescopic hydraulic shock absorbers

POWER

300 cu. in. diesel for 8 and 10 tonners

350 cu. in. diesel for 12 tonner

214 cu. in. petrol for 8 tonner

300 cu. in. petrol for 8 and 10 tonners

TRANSMISSION

4 speed or 5 speed gearbox

AXLES

Hypoid single speed, with range of optional ratios.

Bedford 2-speed axle optional (standard on 12 tonner)

Better buy Bedford you see them

beating...



tractors!

ride, manoeuvrability and comfort

Following up the success of the famous Bedford SA forward control tractors comes the outstanding new range of cab-ahead-of-engine Bedfords — the TK 8-ton, 10-ton and 12-ton models.

These TK tractors are designed from first to last for arctic work. They take *any* coupling gear — automatic or fifth wheel — with standard semi-trailer lengths up to 26 feet.

Wheelbase is 96 inches and so the king pin can be set up to 9 inches ahead of the rear axle, for extra stability and for best weight distribution between axles. Long springs give excellent ride laden or unladen. And here are all the special TK cab-comfort features; less noise; more room; better visibility; seating for 3 men, with walk-through access; easy entry for driver from either side.

In the new TK models, together with the TJ normal control 8 tonner, Bedford presents a complete range of specialised tractors; first-class engineering at prices made possible only by large volume production. Have a word with your Bedford dealer, he will be glad to supply full details.

THE BEDFORD TRACTOR RANGE

TK CAB-AHEAD-OF-ENGINE

8 TON, gross train weight 27,000 lb. Petrol prices from £925.
Diesel £1,110
10 TON, gross train weight 33,600 lb. Petrol prices from £995.
Diesel £1,115
12 TON, gross train weight 38,500 lb. Diesel £1,575

TJ NORMAL CONTROL

8 TON, gross train weight 27,000 lb. Petrol prices from £810.
Diesel £995



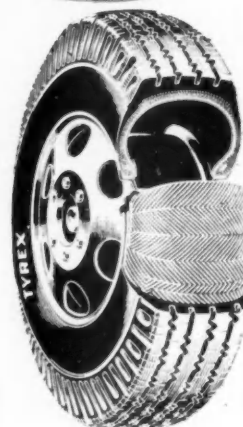
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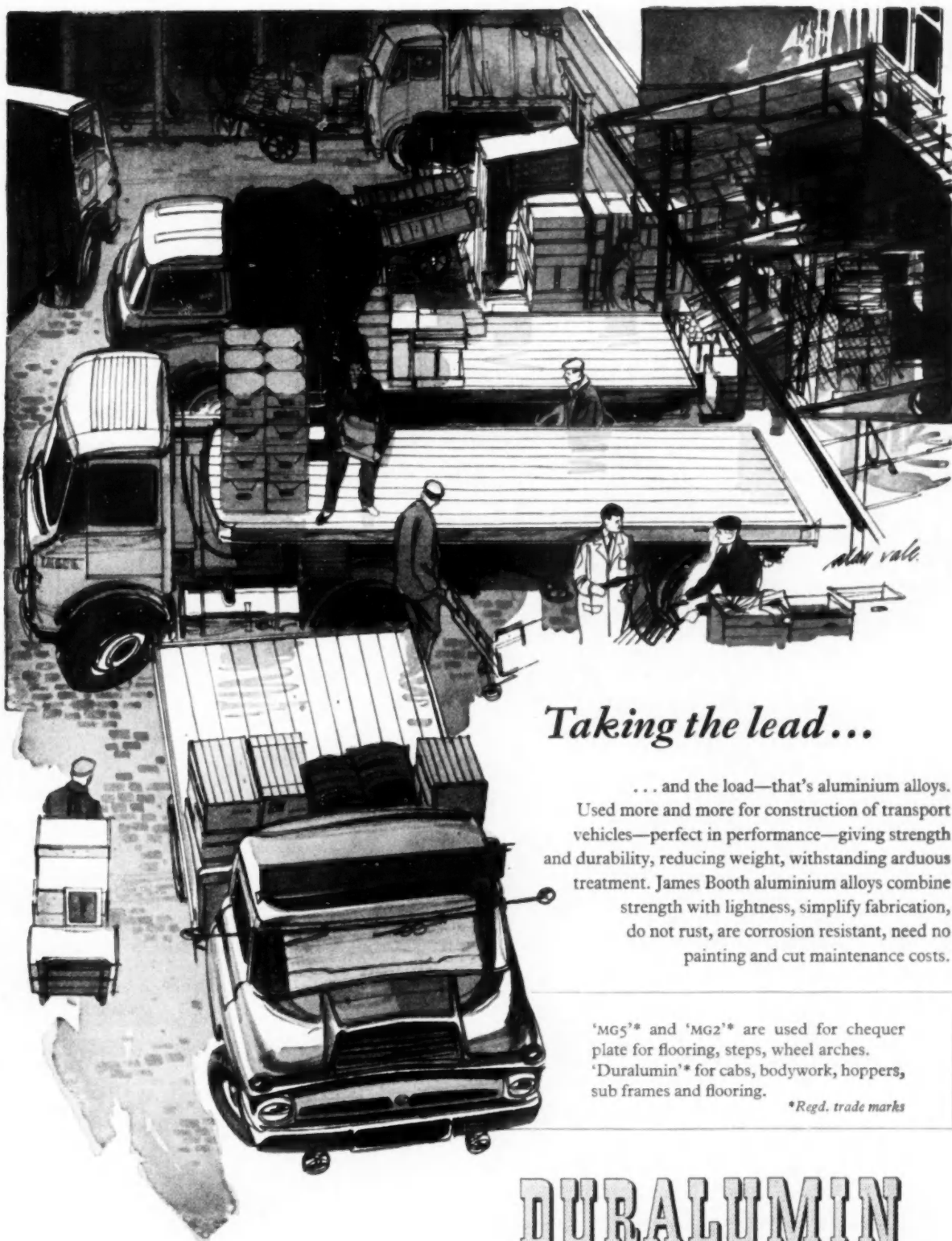
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... and the load—that's aluminium alloys. Used more and more for construction of transport vehicles—perfect in performance—giving strength and durability, reducing weight, withstanding arduous treatment. James Booth aluminium alloys combine strength with lightness, simplify fabrication, do not rust, are corrosion resistant, need no painting and cut maintenance costs.

'MG5'* and 'MG2'* are used for chequer plate for flooring, steps, wheel arches. 'Duralumin'* for cabs, bodywork, hoppers, sub frames and flooring.

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DURALUMIN

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Extrusions, large forgings, plate, sheet, strip and tubes in light alloys

TCA 10.1.6



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The photograph above shows one of these—an Atkinson tanker powered by a **GARDNER** 6LX 150 b.h.p. engine.

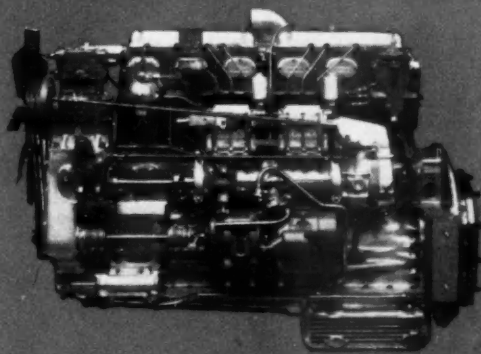
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Taking the Sting Out of Tail Lights

THE Ministry of Transport is to see what the thinking of other countries is before it considers whether to enforce a reduction in the intensity of rear direction indicators.

Mr. Ernest Marples said in the Commons last week that international discussions were in progress to determine a suitable and practicable range of intensities for these signals for day and night use. "When these are completed we will consider what action is required to implement any agreed international standard," he added.

The topic had been raised by Mr. Leslie Spriggs (Labour, St. Helens) who said it was possible to overcome the intensity of illumination in these flashing indicators by installing a resistor in the circuit which reduced their brilliance when the sidelights fitted to the vehicle concerned were on.

He asked the Minister to consider making regulations to deal with this matter in the interests of road safety.

Duplicate Braking Systems

DISCUSSIONS about the possible revision of braking requirements are now going on between technical officers of the Ministry of Transport and the motor industry.

This was stated in the Commons last week by Mr. Ernest Marples, the Minister of Transport, when he was asked to talk over with the industry the desirability of fitting a duplicate braking system on cars. The merits of divided service brake systems would be given full weight in the talks, added the Minister.

All cars were at present required to have two independent means of brake operation—if one failed there must still be sufficient braking power to bring the vehicle to rest.

CASTROL PLASTICS INTEREST

CASTROL, LTD., have entered into contracts to acquire 75 per cent. of the share capital of Melwood Thermoplastics, Ltd., Harpenden, and the entire share capital of Tensile Products, Ltd.

Melwood Thermoplastics, Ltd., manufacture high-grade thermoplastics extrusions for use in a wide variety of industries, and the company's production facilities are being extended to meet the growing demand for specialized plastics products.

MOTORWAY SPEEDS

THERE is to be no speed limit on motorways. Experience so far did not point to the need for one, said the Minister of Transport in the Commons last week.

He pointed out that it would be illogical to impose a speed limit on a road specially built for high speeds, when there was no speed limit on other trunk roads.

False Economy to Cut Roads Programme, say M.P.s

From our Parliamentary Correspondent

IF the cuts in public spending implied during last week's speeches by the Chancellor of the Exchequer lead to a slowing down in the roads programme, the Government will face strong criticism from its own ranks, as well as from the Opposition.

There is a strong feeling at Westminster that a modern system of roads is vital if British industry is to expand freely and at the same time keep down costs. Any cuts in the road building programme would be a false economy, think many M.P.s.

A warning note was sounded last week by Mr. Gerald Nabarro (Cons., Kidderminster). Speaking in the Commons, he stressed "the important productive contribution" made by motorways, and asked the Minister of Transport to represent to the Chancellor that the new roads programme should not in any way be curtailed. If possible, added Mr. Nabarro, the programme should be expanded in the interests of production and of our export industries.

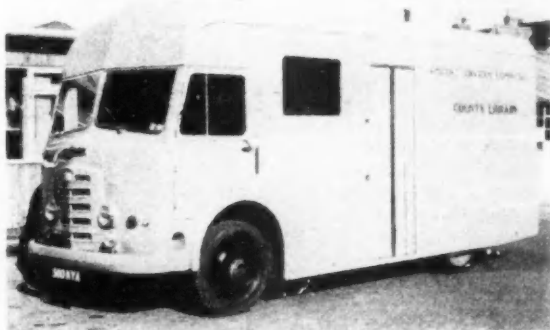
He reminded the Minister of his comments about the British Road Federa-

tion's report on the road programme. Would Mr. Marples state whether it would be possible for him to announce before August any further plans for large-scale road developments over the next five years, asked Mr. Nabarro.

Mr. Marples replied that he had already announced motorway starts costing over £46½m. in all this year. He had also informed highway authorities that he was prepared to consider classified road schemes over the next three years costing more than £100m. in grants. At present he had no further announcement to make, said the Minister.

From the Opposition Front Bench, Mr. George Strauss asked whether the Minister was satisfied that the present road programme was adequate for the needs of the country.

Mr. Strauss had to remember that it was not only a question of cash allocation, but also of the resources available, Mr. Marples retorted. Recently, in certain parts of the country where there was full employment, it had proved difficult to get suitable tenders.



Somerset County Council Education Committee has recently added this mobile library to its fleet. The body, which is mounted on a Karrier Gamecock, can carry up to 1,900 books, and was built by R. Hind, Ltd., Durrant Trading Estate, Carlisle. Winkworth and Co., of Bridgwater, supplied the vehicle.

Graduated Driving Licences

THE Minister of Transport is to be taken up on his hint that he might favour graduated driving licences. Last week he said in the Commons that this system might be a better idea than graduated driving tests—and on July 26 Mr. John Peyton (Cons., Yeovil) will ask him if he will introduce a system of graduated licences which would have regard to the speed and power of the vehicle.

The idea of tests which would make some allowance for the speed and power of different vehicles is, however, being kept under review by the Minister.

Some form of further test might well contribute to road safety, he said last week.

Parking Dangers

DURING 1958 there were 1,394 accidents involving fatal or serious injuries in which parked goods vehicles were concerned, said the Minister of Transport in the Commons last week.

Mr. Martin Lindsay (Cons., Solihull) asked him how many accidents had been caused by traffic running into the back of stationary lorries, but was told no separate figures for this type of accident were available.

NO CONTROL OVER FARES

IN the Commons last week, the Minister of Transport turned down a suggestion that he should introduce amending legislation "to ensure more effective Parliamentary control over railway and omnibus fares."



Half-way stage. Grain transported in sacks on a flat equipped with a small hopper and blowing mechanism requires off-loading partly manually, partly by automation.

ACCORDING to a recent survey carried out by the National Association of Corn and Agricultural Merchants, bulk movement of grain, introduced in Britain on a noticeable scale around 10 years ago, "has developed at a disappointingly slow rate in the past two years." Delivery of feed in bulk is developing even more slowly.

The survey was based on information from over 70 leading agricultural merchants in England and Scotland. It indicates that only in the grain-growing areas of East Anglia and Essex has there of late been a notable increase in bulking of grain, both in collection from the farm and delivery to mills. Here the increase was in the region of 50 per cent. In the other areas—Wilts, Hants, Dorset, Berks, Beds and Oxon—the increase was a meagre 10 per cent, and in Lincs and Yorkshire even less.

The N.A.C.A.M. states that nearly all grain moved in bulk is wheat or barley. In East Anglia merchants collect some 15 per cent. of total wheat purchased in bulk; in other areas about 5 per cent. Only about 5 per cent. of barley grown is moved from farms in bulk, and this is probably due mainly to the reluctance of many maltsters to accept bulk grain. Deliveries to mills of barley for feed are about 10 per cent. in bulk; of wheat for milling about 5 per cent.; overall, 15 per cent. in East Anglia.

The N.A.C.A.M. survey was based on merchants' experience in the main grain-growing areas where conditions could normally be expected to lend themselves to bulking. In other areas local geographical, topographical and other

D2

BULK

Slow Progress— Whose Fault?

A Complex Mixture of Problems Involving Both Farmer and Merchant Appear to be Behind the Disappointingly Slow Development of Bulk Movement in British Agriculture

by **KENNETH BOWDEN**



Up to the minute. Shown by W. B. Bawn and Co., Ltd., at the 1960 Commercial Motor Show, this Speedifeed demountable bulk grain articulated unit is of unit hopper construction. The discharge mechanism includes twin augers and part-load drop facilities.

factors have affected and will continue to affect its growth to a very large degree.

In Somerset, Cornwall and Devon, for example, the small size of farms and high rainfall are not conducive to bulk methods and there has been little development. In Gloucester and Worcester a certain amount of wheat and barley for feed is being delivered to mills in bulk, but no malting barley is handled in this way. The same applies in Lancashire and Cheshire, although interest among larger growers is increasing. In Scotland development is generally slow.

As stated, the rate of overall expansion is reported as being less rapid than was firmly anticipated two years ago.

Why is this?

There has, it is reported, been a bigger development of bulk transport of feeding stuffs than of grain. Here, one of the R. Silcock & Sons, Ltd., fleet makes a delivery in Essex.

In attempting to unearth reasons that would be of specific interest to the bulk vehicle manufacturer and operator, it is difficult to avoid bogging down in the complexities of the agricultural industry and its ancillaries. Such complexities cannot entirely be avoided, because the slow development of bulking would appear to be deeply rooted in them.

Certainly lack of suitable specialized vehicles, or of hauliers in a position to operate such vehicles, is not a factor of any significance. The expansion of bodybuilders into highly specialized bulk-grain carriers has amply kept pace with the expansion to date in demand for them.

It would seem rather that, on the broad plane, the very nature of British agriculture, as it has developed piecemeal down the years, is against any really rapid switch to the extensive use of bulk transport. Mixed farming and the comparatively small size of the majority of farms themselves and their intake and output of any one commodity are not normally conducive to heavy capital expenditure on highly specialized handling equipment.

Commodity Specialization

The real potentialities of bulking and other modern handling methods only become apparent and really attractive in terms of the large enterprise, particularly where there is specialization in one particular commodity. Even in these instances a certain amount of "education" and conditioning is generally necessary.

Another major factor is that, even when conditions lend themselves to bulking in terms of crop movement and transport

A Leyland with Bonallack Pneumarator 16-ton body off-loading grain. The operation with this type of integrated equipment is smooth and fast.



efficiency and economy, the overall mechanical establishment of the farm is not always such as to be able to make the best possible use of a high-pressure in-out flow. Installation of equipment for bulk alone represents really the step-up of only one aspect of farm mechanization. As such it can represent a big improvement for the farmer and sometimes a bigger one for the merchant. But for the farmer the move must ideally be in step with development by which the benefits of bulking are reflected in the remainder of his operations.

In other words, bulking for some types of farm may need to be not an end in itself but essentially part of a flow through the whole establishment. If this is the case, obviously expenditure does not stop at bulk-handling equipment; in fact, such equipment might be a relatively minor item on a mechanization bill.

Two Methods

This was borne out by Mr. N. W. Dilke, of Seale Hayne College, who spoke on materials handling at a conference organized by the N.A.S. in conjunction with the Fertiliser Manufacturers Association:

"When the tendency is for specialization with fewer enterprises and larger farms, coupled with more costly and dwindling labour forces, it becomes economically justifiable to put more capital into any items of equipment, and essential to study labour and machine usage. This opens up the possibilities for using techniques of materials handling to arrive at the best answer to the problem."

Broadly speaking, Mr. Dilke saw two ways of doing this: "(1) by mechanizing existing jobs without regard to the whole enterprise, and (2) by developing a 'flow pattern' of materials through the whole farm and even extending this off the farm to ancillary trades" (i.e., transport).

Mr. Dilke said that it is the second way which must be the present and future aim in agriculture. He is right, of course. But it could be a long, slow process, dependent on many complex agricultural factors.

Nevertheless, a leading exponent of bulk movement of grain, Mr. C. E. P. Chataway, of Christopher Hill, Ltd., Poole, Dorset, predicts that in 10 years' time it will be the exception rather than the rule to see a load of grain in sacks. If he is right, the complete changeover from sack to bulk-handling in this country will have taken about 20 years—which is not bad going, one would think, for an industry as diversified and "slow moving" as agriculture.

Mr. Chataway also put his views in a paper to the conference organized by the N.A.S.-F.M.A. Commenting that bulk grain movement is now the accepted practice on many large farms, he suggested that the tendency of the smaller farmer to

Some Practical Advice

A MOST useful illustrated booklet is published by the N.A.C.A.M., price 1s. 6d., on the subject of bulk-handling equipment for both grain and feeding stuffs, in which the following points are made:—

Grain ex farm: Standard equipment, particularly in terms of bin sizes (minimum recommended capacity is 10 tons), should always be specified by the farmer, but until his production justifies purchase of a combine harvester, he may be ill-advised to incur major expense for bulk-handling equipment or storage.

Vehicles: Allowance for vehicle sizes must be made where roads underneath or alongside bins are uneven. Room should be available for manoeuvring into positions (turning circle can be anything between 50-100 ft.) and to allow vehicles to drive forward after loading or unloading. Storage of grain should be as near as possible to a good road.

Loading rate: The point is (not very forcibly) made that bulk vehicles are more costly than those working bagged grain. A minimum loading rate of 20 tons per hour is advocated, "which should not be difficult when loading from overhead or side delivery bins and should also be possible using elevator feed, especially if two or more elevators are available." Bins should be filled at a rate sufficient to enable them to be ready to load vehicles immediately upon arrival.

Mechanical Aids: Existing storage bins can often be used, given the installation of augers, elevators or blowers of 20 tons per hour capacity. Equipment used should allow for the highest of bulk vehicles—12 ft.

Overhead Delivery Bins: The higher the bin, the higher the cost of installation, therefore bins should be as low as practically possible. But there have been cases of vehicles leaving unladen where this has been carried to extremes, and it is obvious that there must be farmer-merchant-haulier co-ordination in arranging such installations. Width between supports should be 10 to 12 ft., and outlets and connecting chutes should be not less than 8 in. square.

Side Delivery Bins: Care must be taken to site bins in such a way that vehicles can draw up within 2 ft., and allowance must be made for at least a 35° (preferably 45°) angle of the chute for centre-hatch loading of grain; 40° for oats or damp grain. Again, the chute should be not less than 8 in. square. If feed is by horizontal auger or belt, a maximum vehicle height of 12 ft. should be allowed for.

Delivery of Grain in Bulk to Users: The advantages of multi-purpose vehicles, especially tippers, are noted, and the necessity for large receiving pits suitable for accepting grain from every type of vehicle is stressed. A figure of 25 ft. headroom for tippers is given.

Pits of 10 ft. minimum width and 8 tons capacity are recommended. It is emphasized that the lower the capacity of the apparatus for moving the grain from the pit, the higher should be the capacity of the pit itself, to obviate vehicles waiting to unload.

Delivery of Bulk Feeding Stuffs: The use of special vehicles at higher capital cost is generally necessary for feed in bulk. Careful planning at the farm end is essential if the maximum advantage is to be gained, particularly to keep feed fresh and to keep it moving in bulk until eaten. The use of small hopper containers is put forward as a good system.

The desire of interested organizations for standardized dimensions of hose and couplings used in bulk movement in agriculture is mentioned.

Vehicle Construction: Points made here are that standard vehicles can be adapted for grain in bulk, at considerable saving in capital cost; that bodybuilders can assist by limiting vehicle height to 12 ft.; that vehicle width is often a vital factor due to limited space on farms, etc.; that as large as possible an opening along the tops of vehicles might be better than a number of loading hatches; that vehicles delivering feed in bulk should ideally be so constructed that blowing apparatus for unloading feed can be used also for taking in grain.

use sacks is due primarily to one of two reasons: (1) the ultimate buyer's inability to handle bulk, or (2) the farmer's unawareness of the saving which can be effected by bulk movement.

Regarding the former, Mr. Chataway said that most millers and compounders are now able to handle feeding grain in bulk, and from a general assessment of the situation in the main grain-growing areas of Britain this would, theoretically at least, seem to be the case. On the other hand, it was not yet possible to handle all the malting barleys in this way. However, the number of maltsters and brewers able and willing to take their purchases in bulk was increasing.

In this respect, the progressive maltster's attitude to bulk is perhaps illustrated by Associated British Maltsters, Ltd., of Newark-on-Trent. This concern has spent considerable time and capital on vehicles suitable for moving grain in both bulk and in sacks. Five Fodens with specially devised Duramin tipping bodies and elaborate power-discharge units are now coming into full service. The body design is such that no modification is necessary before each vehicle can move direct from bulk to sack work. Although the capital cost of such multi-purpose vehicles is always high, there is a strong feeling in this concern that they are the logical and in the long run the economic answer to grain movement.

Cereal Seed in Bulk

Another development mentioned by Mr. Chataway was the bulk movement of cereal seed, in experimental quantities as yet. Provided contamination of seed on the farm can be overcome, he thought that this would be welcomed by the seed trade.

With regard to his second main point, the farmer's unawareness of the savings bulking brings to movement, although hesitant as a merchant to dive too deeply into the matter, Mr. Chataway gave a pertinent example. A farmer friend of his estimated that saving on sack or bag costs were between 6s. and 17s. 6d. per ton, representing for a grower of 350/400 tons annually a saving of between £105 and £305 a year. This was excluding any economies made in labour.

Against this, of course, the farmer has to set the capital cost of equipment by which his grain can be accommodated for bulk handling. Herein, it would seem, is the heart of the problem. Whatever equipment is installed the capital outlay

D1

will be relatively high. Many small farmers will not—or cannot—seriously entertain such expenditure.

Coming down to actual cases with regard to Mr. Chataway's two points it may be of interest to quote some correspondence which arose last year in our associate journal *Farm Mechanization*, as a result of a story about an Essex farmer who was fully equipped for bulk movement, but who found that his merchant at the time was not.

Farm Manager's View

Writing in reply to a correspondent who said that this dilemma was a warning to the farming community as a whole, and who put a case for sack storage, the manager of the farm concerned, Mr. R. Percy, made these points:

"The cost of hiring and storing sacks for 2,000-3,000 tons of corn until May-June the following year—to get the benefit of increased prices and orderly marketing—would be prohibitive, let alone the need for substantial increase in buildings to store the sacked grain, elevators, loaders and extra labour to move it about. There would also be the expense of vermin control and a not insignificant clerical cost to keep check on sacks and sack hire.

"Sack storage in our case would mean hiring 24,000 sacks for nine months:

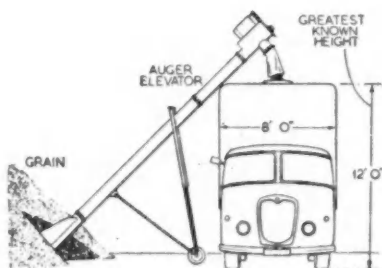
24,000 sacks initial hire at 2d.	£200
24,000 sacks at 1d. per week for 36 weeks ...	£3,600
	£3,800
Bins can be bought for £3 per ton:	
2,400 tons at £3	£7,200

"The total of £7,200 represents less than two seasons' payments in sack hire (ignoring the other expenses I have mentioned).

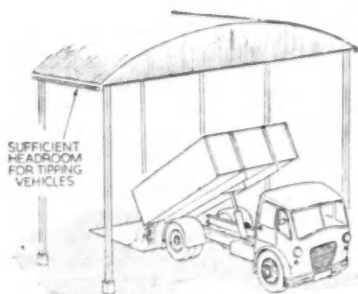
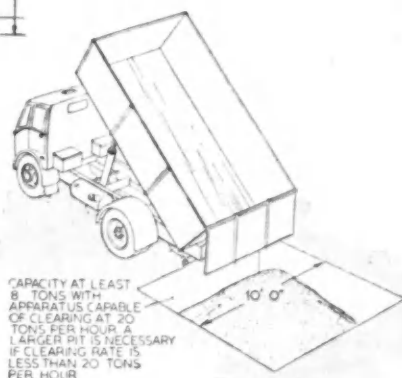
"Since installing our plant in 1955, this is the first year that we have had to sack so much corn; previously we have been able to dispose of at least 95 per cent. in bulk. However, the position was aggravated this year by the port millers buying large quantities of foreign wheat at lower prices than home-produced wheat was making to the country merchants and millers.

"Even in previous years, with bulk delivery we have found that the port mills are only able to take bulk loads in at the same speed (eight tons per hour) as it takes two men to

(Below) Loading equipment should be capable of accommodating the highest of bulk vehicles—12 ft.—and the fact that loading hatches are on the centre-line must be allowed for.



(Right) It would be ideal if every receiver of grain in bulk were equipped to accept from all types of vehicle. A pit meets this requirement, but dimensions and capacity are important.



(Left) Users of grain are reminded that if delivery in bulk is effected in tipping vehicles, 25 ft. headroom may be required for tipping.

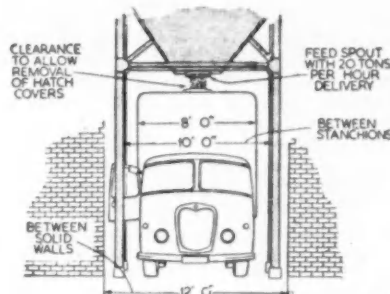
empty sacks from a lorry, as the reception pits are usually too small and only makeshifts, whereas on the farm we can receive 10 tons of wheat as fast as a lorry can tip it out, and move it from the pit at 30 tons per hour even when working straight from the combine."

Mr. Percy went on to say that a previous correspondent "ought to try sacking corn from eight combines and organizing a huge labour force to lift from the field and then store: he would soon realize the economies of bulk handling against sack handling. Bulk handling of all commodities is upon us and here to stay if farming and other industries are to survive in these times of high costs and need for greater efficiency."

Sack Contractors' Investigation

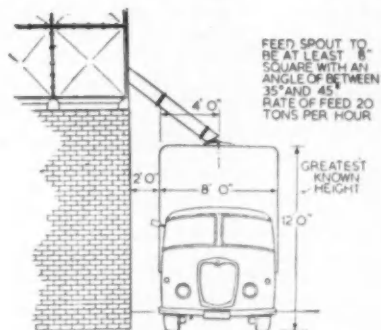
Of more general interest, perhaps, was an investigation made on behalf of sack contractors by work study specialists on 20 farms in methods of harvesting, handling and storing grain.

Points emerging included the fact that, up to the storage point, harvesting by bulk can be cheaper than by a method involving sacks by something like 3s. 6d. an acre (on a farm growing 200 acres of grain). But in terms of storage, sacks are often economically favourable. Despite this many farmers are prepared to consider capital investment in bulk equipment to minimize manual labour and its cost.

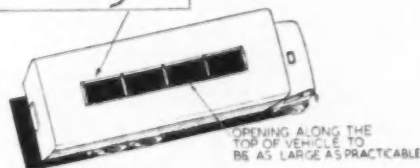


(Left) Width between supports of overhead bins is important: a minimum of 10 ft. should be allowed between stanchions, 12 ft. between solid walls.

(Below) Care must be taken when using side bins to give vehicles access and room to manoeuvre. Angle of chute should be at least 35 degrees.



(Below) It is suggested that an opening along the top of the bulk transporter would be better than a number of loading hatches.



Other points having a big bearing on the subject emerging during this investigation were:

(1) Considerable capital outlay may be necessary to install bulk equipment.

(2) Grain stores in sacks at 2 per cent. more moisture content than in bulk, representing, in terms of saleable weight, a loss for bulked grain of approximately $\frac{1}{4}$ cwt. per ton.

(3) If grain is not clean, dry and undamaged, the risk of it being spoilt is greater if it is stored in bulk.

(4) Storage in sacks is more flexible in terms of segregation of types and grades.

(5) Bulk storage takes up less floor space than sack storage, but bins can preclude the use of space for other purposes.

(6) Less work is likely to be involved in mixing and milling when feed grain is stored in bulk, and losses due to vermin are less likely.

(7) Sacks do not commit capital to any fixed long-term crop policy.

This is, of course, the argument, or part of it, from the farmers' angle—essentially an agricultural angle.

From the merchants' (and transport contractors') angle the report in the N.A.C.A.M. survey makes it clear that the main

snag at the farm end is the rate of loading. This is really a matter of farm equipment. One concern states that in 20 per cent. of its collections a bulk carrier could be loaded in 15 minutes. In the remaining cases between one and two hours were required. Instances of from three to four hours to load a 10-tonner are also cited. The reason, of course, is the farmer's unwillingness or inability to gear up to the operation.

Another big problem already referred to is that of access to the farm and to bins on the farm. Despite publicity about the correct siting and height of bins, says the N.A.C.A.M. survey, merchants continue to report difficulties in loading due not to inadequate but to inaccessible bins.

In terms of equipment, Mr. Chataway quoted two successful methods of bulk grain collection. One is the overhead bin, of a minimum single load-size, i.e., 10 tons, filled either at leisure from existing silo accommodation or, if the grain is stored on the floor, by auger. The second is the auger-type elevator straight into the vehicle.

Merchant's Preference

Of the two the merchant will obviously favour the overhead bin and gravity discharge, taking a few minutes of loading time, as against an auger loading at a normal maximum rate of around 10 tons an hour. In fact, from the haulier's viewpoint, the use of such a relatively slow system as an auger might well defeat the whole objective of expenditure on a bulk-carrying vehicle in that a very costly vehicle would be standing for around the same length of time as required for bag loading. It might appear to be stating the obvious, but it is not always fully understood outside transport that the sheer capital cost of the modern highly specialized vehicle makes maximum working time and minimum standing time the key to its profitable employment.

Thinking, however, in terms of his own costs, the farmer is very likely to favour the cheapest system, and, unless existing elevated storage bins can be modified for gravity discharge, this is in many instances likely to be the employment of an auger, or of a similar system whereby, on the face of it, loading was automatic but, in comparison with the use of an overhead hopper, a very slow process.

Mr. Chataway went on in his paper to discuss the movement of compound feeding stuffs, and in this sphere it would seem that a step-up in the use of bulk methods is more assured, if only because the major capital outlay falls on the supplier, not on the farmer, who can benefit from such a system rather more cheaply.

By taking feed in bulk, says Mr. Chataway, a farmer can save up to 34s. per ton on cost price, avoid rodent damage to bags, increase the security on his feeding stuffs by locking the storage bins, and save considerable labour by removing the need for manual unloading.

Bulk Feed Costs

And the cost? In this instance existing farm buildings can often be adapted for storage at small outlay. If bins are installed incorporating direct-feed into hoppers over milking parlours, pig or poultry units, the cost normally varies between £120-£140 for bins holding from 3-6 tons, excluding erection charges.

In the case of grain in bulk the big problems seem undoubtedly to rest with the farmer—his willingness and ability to provide adequate facilities for storage and vehicle loading. In the case of feed in bulk, Mr. Chataway's views indicate that the position is to some degree reversed, the problems and the major expenditure resting chiefly with the trader.

Among these problems are the fact that manufacturing processes must be altered to produce feed suitable for bulk movement, and storage facilities for efficient vehicle loading must be provided. Vehicles costing up to three times as much as a 10-ton flat must be provided, and do not have the versatility of a lorry on which various individual or easily divisible loads may be carried. And by no means least of the traders' worries is that even if the vehicles are kept reasonably fully occupied on delivery, there can rarely be any back-loading.

Despite these problems, however, Mr. Chataway notes that

some compounders and merchants are at the moment delivering over a quarter of their production in bulk.

The use of bulk for feed deliveries has, in fact, been pioneered by the national compounders and merchants, particularly in the realm of poultry farming. As much as 25 per cent. of their deliveries are being handled in bulk by a few of these merchants but the general average where a bulk feed service is available is 5 per cent. for pig and cattle feeds and 10 per cent. for poultry.

Those using bulk methods are reported as employing about half and half of specialized bulk carriers and standard vehicles adapted for bulk which can also be used for bagged feed. But the tendency here seems generally to be away from the specialized bulker, due undoubtedly to its high initial and operating costs.

It is pertinent that, while merchants newly handling feed in bulk are equally divided on the question of whether it is an economic proposition, those who have been bulking for some time find it a profitable system. The savings are generally to be found on the farm, and, as in bulk movement of all farm produce, are always dependent on access to and correct siting of bins and installations. One merchant reporting a few snags said that the siting of facilities had been a matter of considerable consultation between himself and the farmers. Without such co-operation, inaccessible bins, unnecessarily small orders and technical difficulties with regard to coupling of equipment are likely to remain recurring problems.

These, however, in terms of bulk movement of both grain and feeding stuffs, are practical problems which root back to the fundamental fact that many small farmers are not willing (or able) to provide adequate facilities for bulking, for what they see as a very long-term and possibly a minimal saving. On the other side of the fence there is the basic fact that merchants are either disinclined to turn wholeheartedly to bulking until they can handle a profitable amount of their traffic by these means, or are limited in their desire to bulk by the equipment and the outlook of the average farmer.

Is This The Reason?

This, of course, represents an impasse, and the reaching of it may well be responsible for the slow up in the national development of bulk movement in agriculture. Could it not be that within the past few years most of those farmers and merchants with a liking for or a business suitable to bulk methods have gone over to it? The remainder, if this is so, could well be slowing up the anticipated development by circumstances which they believe to be beyond their control.

If this is the case the simple answer is obviously one of some sort of co-operative. The merchant can help the farmer in order to help himself, by assisting in the installation of the necessary equipment where desirable and justifiable, either directly or on some mutually agreeable financial basis. The complication here, of course, is that the farmer-merchant tie then becomes tighter than either might desire; and also that the merchant at the same time as he is helping the farmer with equipment might also have to finance his own fleet reorganization.

In the long run, however, it could conceivably work, and that the long-term results would be profitable to all concerned there can be little doubt.

Within any system of co-ordination or co-operation within the agricultural field, there is, of course, a place for the transport contractor. Sometimes it might be a direct association with the merchant, with the farmer or with both. On the other hand he can simply come in to provide under reasonable contract terms the specialized vehicles and service necessary to meet the growth of the system through co-ordination in any particular area.

Whatever the eventual outcome, it should be made clear that the problem at the moment is essentially of an agricultural rather than a transport nature. The transport man, as always, must wait upon his customers, and in this instance their difficulties are many (far more complex than the scope of this article can indicate). All that one can be sure of is that the transport industry itself is more than ready to meet any demand in the bulk field.



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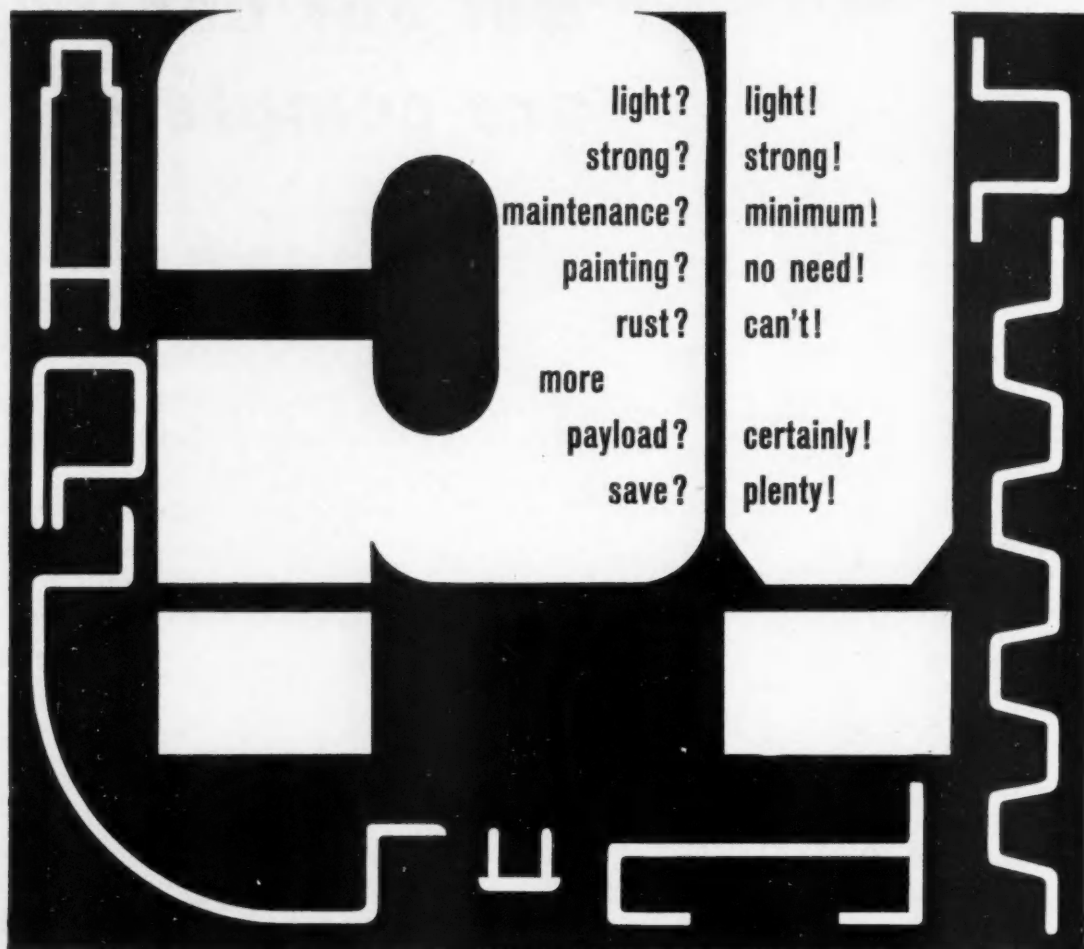
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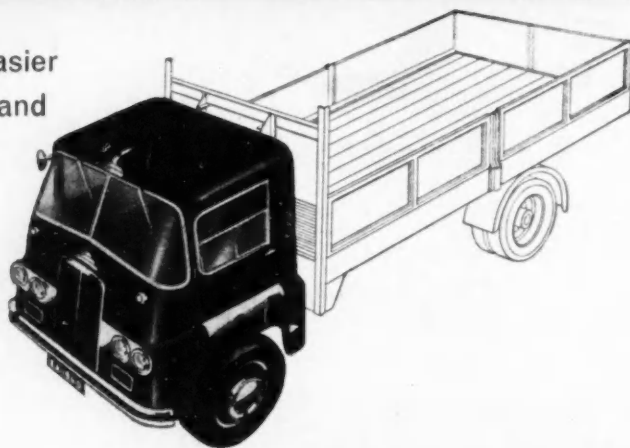


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COMMENTARY

by JANUS

OLD ROUTINE

ONE important point may not receive even a reference during the deliberations of the Road Haulage Wages Council next week, although it will be clearly in the minds of all the members. Ever since the speed limit for heavy goods vehicles was increased from 20 to 30 m.p.h., the trade unions have been engaged in individual negotiations with operators for rises in wages to compensate for the fact that some drivers are now permitted by law to travel faster than before. The efforts of the unions have had notable success with British Road Services, and there has been some progress with some individual firms.

In spite of this, the Wages Council have never been able to bring themselves to acknowledge officially that speed limits have anything to do with the contents of the road haulage wages orders. The unions appear to see more advantage in separate discussions than in a statutory agreement that, while no doubt desirable in itself, would eliminate the 30 m.p.h. speed limit as a weapon in future wage talks. The employers' side of the Council have also shown no eagerness to raise the subject and the independent members would have no reason to do so. The present proposal from the unions is for a reduction from 44 to 42 hours in the basic working week and for an all-round increase of 22s. per week in the basic scales. No reference is made to speed limits.

EFFORTS by the Council to reach a fair decision must be obscured by the knowledge that, as the result of the activities of one side in the discussions, many operators have conceded wages well above the existing scales and possibly even in excess of what the unions now propose. However well reasoned the debate next week, it is bound to take place in an atmosphere of unreality and an atmosphere that there is evidently no great desire to dispel. It is hardly made clearer by the equally well-known scarcity of good drivers, a problem endured by hauliers generally, including B.R.S.

The trader using his own vehicles is often prepared to pay higher wages than those hauliers who have to make a living out of their vehicles. Often he has no choice because of the scales of wages laid down in his own industry. Apart from this disparity in wages offered by various types of licence holder, there is the temptation for the driver to turn to another job that promises him more pay, with possibly better conditions and shorter hours.

The pattern of road haulage wages negotiations does not vary greatly. The trade unions and the employers put up proposals and counter-proposals. The three independent members may at first agree with neither side, but as the day goes on the various arguments are marshalled, they let it be known at what point they would be prepared to make a positive decision and it is usually at somewhere around this point that the discussions end.

For the independent members there must be considerable sympathy. They are dealing with a wage structure that no longer applies to a fairly wide section of the industry and is constantly being eroded by the need to prevent the flight of the skilled driver to other occupations. These factors seem to call for an increase in the scales to bring them into line with practice, and a refusal by the Council to recommend an increase of any kind might appear reactionary. Nevertheless, the independent members must suspect with some justification that any increase will almost automatically be added to the extra payments made by a

large number of employers, so that the gap between statutory rates and practice will remain as wide as ever.

To pile on the agony, the Council must be aware that most of the other arguments are against any increase at all. Only a small rise in wages is needed before hauliers will be compelled to put up their rates. Since the last rates increase there has been a general tendency for costs to go up and hauliers have found some of the items measurable. The revised national insurance and state pension scheme has been a general burden, as has been the fairly widespread increase in rates payable on premises. More particular additions to road transport costs have been the rise in vehicle insurance, the 2d. a gallon tax on lubricating oil in this year's Budget, and notably the increase by about 20 per cent. in vehicle licence duties introduced at the same time.

THERE might be a case to argue that these items in the aggregate justify putting something on road haulage rates. There is at present little disposition among hauliers to press the matter, but they will have no alternative if there is another substantial cost increase. The Wages Council must know that their decision to propose higher wages will make transport more costly, to the trader with his own vehicles as well as to the haulier. The effect will be felt throughout industry and the wages increase may itself stimulate demands from other workers.

The Council may feel that they are not called upon to solve the whole of the country's economic problem; that it is hard enough to grapple with their own. There are indications that the Government may have to take action at some stage to stop the ever-increasing round of wage increases.

If industrial costs are damaging the national economy, they are having an even more harmful effect on the export prospects.

Sombre information that the Council ought at least to bear in mind is to be found in the annual report of the Bank of International Settlements. It points out what is already well known, that the volume of exports from the United Kingdom has in recent years increased at a much less rapid rate than exports from other European countries. The reason may be largely that export prices in the U.K. rose by 10 per cent. between 1953 and 1960, whereas in Switzerland, for example, they fell by 4 per cent. during this period.

THE report has this comment to make: "The key factor in the unfavourable comparative showing of U.K. exports has been the almost continuous tendency of wage increases to exceed productivity gains, with the consequent increases in costs and prices. This was the case by a wide margin in the years 1953 to 1957. In the recession year of 1958 earnings rose more modestly by 2½ per cent., but the steep rise was resumed in 1959. Between the second half of 1959 and the same period of 1960 average earnings per head increased by 5½ per cent. and once more exceeded productivity gains."

As the unions obviously realize, the time is propitious for another round of wage increases. The cost of living is rising and there is no lack of vacant jobs. The question remains whether the old routine, followed by the Road Haulage Wages Council and by other negotiating bodies, is likely to bring disaster before very long.

Devon Farmers Demand Exacting Service

by S. Buckley,
Assoc. Inst. T.

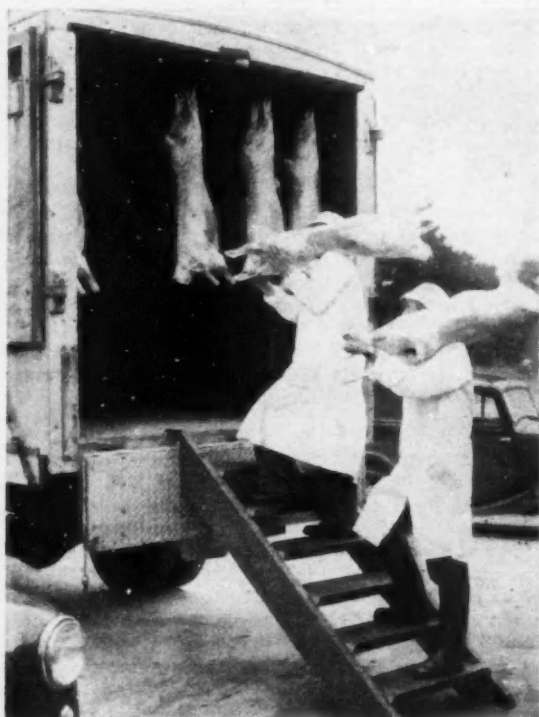


(Above) This 7-ton B.M.C. tipper is loading a spreader working on a farm at Coldridge, near Lapford, from a ramp provided by the lime contractors. The body is by Tiverton Coachbuilders, Ltd. It is one of four tippers operated by Gregorys.

(Below) Here bitumen is being loaded at Eggesford Station on a 7-ton B.M.C. diesel. It is delivered both to local councils and farmers.



(Below) Mr. A. J. Gregory started up in haulage in 1921 and was joined by his son, Mr. W. J. Gregory (who now controls the business), in 1947. Along with their foreman, they are linked by telephone from 7 a.m. to 10.30 p.m.



(Above) Meat loading at Winkleigh abattoir. The van was constructed by Drew Bros., Frampton-Cotterell, Nr. Bristol, and is fitted to a Dodge 7-tonner. This particular shot was taken at 4 a.m., indicative of agricultural hauliers' hours of work.



Operating in an Essentially Rural Area, the 18-vehicle Fleet of A. J. Gregory and Son, of North Tawton, Carries a Variety of Traffic Mainly of Agricultural Origin

"WE know most of our customers by their Christian names and are organized to accept their instructions from 7 a.m. to 10.30 p.m. daily." In these words Mr. W. J. Gregory spotlighted the personal service on which the haulage business of A. J. Gregory and Son, of North Tawton, Devon, has been built.

Because much of their work is the carriage of livestock it is imperative that their farmer-customers should be able to rely implicitly on promised collection and delivery times when vital markets have to be attended. A great service is performed for farmers by most livestock hauliers, which unfortunately passes largely unnoticed at a time when complaints of falling standards in other industries and services are often made.

Explaining to me how they earn their bread and butter in the heart of Devonshire, Mr. W. J. Gregory said that he himself, his father, Mr. A. J. Gregory, founder of the business, and their foreman were linked by telephone from 7 a.m. to 10.30 p.m. This arrangement ensured that at least one of them would be available to receive instructions from a customer or advise a driver of his next duty.

Business-like people were sufficiently organized to telephone their instructions during office hours. But as the vast majority of their customers were farmers, Mr. Gregory added, they tended to telephone only when they happened to remember, generally on arriving home or just before going out for the evening, or only after the farmer's television was turned off for the night.

Here lay one of their main problems, particularly with livestock haulage. It was virtually impossible to complete a schedule of operation until the same morning, and it could still be altered or adjusted many times before every animal was eventually into market.

Many farmers, for example, even waited to hear the Market Report on the radio at 6.45 a.m. before giving their instructions, whilst others made their decision after noting the weather that particular morning. Some just cancelled previous instructions without giving a reason.

The problem of removing livestock from market created another headache for the haulier because it was never certain just how much—or how little—their customers would purchase. Often dealers might buy at local markets and send the livestock on journeys of 100 miles or more. It was then that the haulier was placed in a difficult position,



(Above) Coal was Mr. A. J. Gregory's first traffic. Here the "baby" of the fleet, a 30-cwt. Austin, is engaged on delivery in North Tawton. (Below) Flexibility of operation is achieved by interchangeability of containers. The gantries have been improvised by Gregorys.



because the driver originally detailed for the job could not undertake a longer journey than was originally anticipated within his statutory hours of work. It was not always practical to have a relief driver standing by because there was no certainty that such journeys would necessarily materialize.

This situation was aggravated, Mr. Gregory said, because on most market days livestock lorry drivers did nothing from 11 a.m., by which time all cattle were in the market, until 3 p.m. when all had been sold.

Citing examples of the additional service a cattle haulier regularly gave to his customer, Mr. Gregory said that he often advised farmers as to current prices and endeavoured to get their stock to market at the most opportune time. He then arranged for them to be sorted into pens and to see that they were washed down and numbered. He might even put in a sly bid! In return for his efforts he was left with a filthy lorry to wash out, a late breakfast and little hopes of payment for six months or even a year. But somehow livestock hauliers manage to carry on.

Of the Gregory fleet of 18 vehicles, nine are fitted with standard 18-ft. platform bodies on long-wheelbase chassis. They are constructed to carry 18/19 ft. livestock and meat



Unloading sheep at Hatherleigh market. This livestock container was built by Tiverton Coachbuilders, Ltd., and is fitted to a 5-ton B.M.C. diesel.

containers or, alternatively, to be used as platform trucks.

Three of the chassis are Dodge 7-tonners, each fitted with Leyland engine and five-speed gearbox, whilst another three are B.M.C. 7-tonners with two-speed axles. There are also two Bedford 7-tonners, one with the manufacturer's oil engine and the other with a Leyland engine. The remaining vehicle in this group is a Rowe Hillmaster 8-tonner, again with a Leyland engine, and two-speed axle.

The livestock containers are constructed of hard wood with steel frames and are made by Tiverton Coachbuilders, Ltd., Tiverton. Each container is fitted with double decks for the carriage of sheep and pigs. The meat vans have been made by Drew Bros., of Frampton-Cotterell, near Bristol, are of aluminium with wood frames.

The fleet includes four tippers, two based on B.M.C. 7-ton long-wheelbase chassis. The other two are Bedfords of 5- and 7-ton capacity on short-wheelbase chassis. The two B.M.C. tippers have wooden bodies with detachable highsides, again made by Tiverton Coachbuilders.

Two 5-tonners—one B.M.C. and one Bedford—are both fitted with livestock containers which are interchangeable. The remainder of the fleet consists of a Commer six-wheeler which has a Boys trailing axle and 22 ft. 6 in. dropside body. There is also a Dodge 5-tonner and an Austin 1½-ton truck.

The interchangeability of containers between several of the vehicles permits mobility and flexibility within the fleet to meet urgent demands which are common in this type of haulage. It is also useful when a breakdown occurs.

A driving staff of 18 is employed but because exceptional circumstances apply there is no maintenance staff. Drivers' rates of pay are as laid down by the Road Haulage Wages Council. Mr. Gregory said that their drivers were comparatively young, the eldest being under 40, although some have been with them for 12 years. The fact that they have a comparatively young driving staff is due to their

D12

expansion from two vehicles in 1948 to 18 today. No incentive schemes are operated, but good drivers are looked after and consulted on many problems so as to keep them interested and make them feel an integral part of the firm.

The main depot is at North Tawton where 13 vehicles are based. Three vehicles are stationed at Winkleigh, one at Crediton and the remaining one at Sheepwash. At each of these depots there are facilities for washing and greasing, whilst gantries are available for removing containers. There is at present no warehousing accommodation although the acquisition of new premises is under consideration.

For a fleet of this size it is unusual to find that Gregory's do no maintenance or repairs themselves other than the greasing already mentioned, and their only equipment is an air compressor. They are fortunately situated alongside a public garage, who undertake all their repairs other than major engine overhauls.

This arrangement, Mr. Gregory considers, has proved to be to the advantage of both parties. Having analysed labour charges carefully he has come to the conclusion that even if the cost of maintenance proved to be a little more when done by a public garage, it is well worth while in return for having the burden of maintaining a stock of spares and a repair staff taken off one's shoulders.

Under the present system Gregory's are on hand to see that any job is being done efficiently because the premises are alongside. Additionally, because they provide a substantial amount of work, it is in the interest of the public garage to provide a good service at practically any time. Gregory's are also fortunately situated in having the main dealers of the several makes of vehicles they operate located in Exeter—20 miles away—through which at least one of their vehicles is passing daily and so able to collect whatever spares might be urgently required.

Replacement Problems

Commenting on the two related subjects of vehicle maintenance and ultimate replacement, Mr. W. J. Gregory referred to an article which appeared in the series "Planning for Profit" recently, dealing with problems of replacement, and he said how exactly this defined their problems and views. He noted that their own costing figures compared favourably with those given in the article. Mr. Gregory agreed, however, that a major reason for the success of their present maintenance arrangement was the fact that their premises and the public garage were alongside. He had little doubt that if this were not so he would not hesitate to provide their own repair facilities.

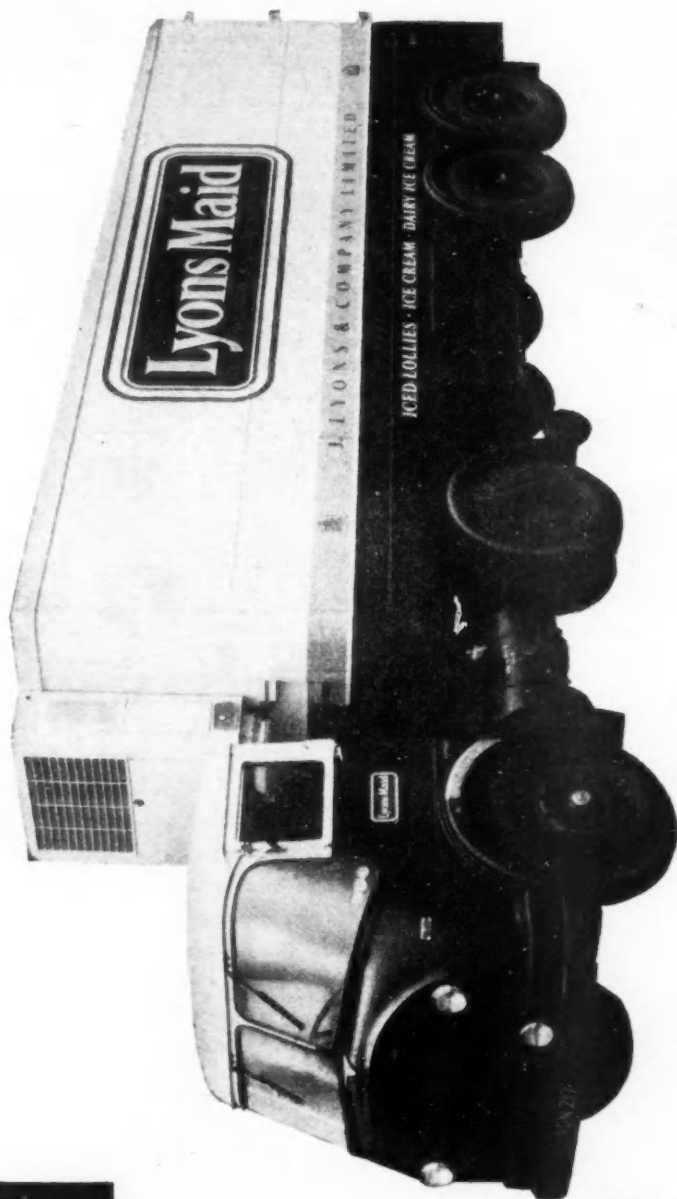
Situated in a rural area, the bulk of their traffic is agricultural. This includes livestock, meat, feeding stuffs, milk products, wool, lime and fertilizers, clay, coal and building materials. As farming, marketing, and slaughtering facilities improved, traffic should expand.

There are seasonal fluctuations in the demand for their services. Thus there is a call for swedes from September to March and lime and fertilizers from February to October. Other traffics are reasonably steady throughout the year, but there has been a tendency for feeding stuff traffic to increase during the winter. But throughout the year the state of the weather is the major controlling factor.

Collection areas are mainly within a radius of 20 miles of North Tawton. Deliveries are made to London, the Southern Counties and the Midlands, with return loads delivered again within a similar radius of North Tawton. There is also some movement of general traffic largely within the county of Devon.

Long-distance drivers average two trips per week. If for any reason they are running behind schedule, arrangements are made to unload and reload their vehicle on arrival at base to ensure that they are still able to have

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their statutory rest period before commencing their next trip. It is the policy of Gregory's to keep one driver to one vehicle, otherwise they have found that there is a lack of interest which is detrimental to overall efficiency. The success of their business, Mr. Gregory emphasized, was due in no small measure to the co-operative spirit that had been developed in which every driver felt that his job was important and that he was playing an essential part in the business—as, indeed, he is.

Mr. Gregory was glad to record that they had good interworking arrangements with other hauliers in the area. Whilst long-distance haulage rates are very competitive, particularly those being currently quoted by British Railways, local hauliers and livestock carriers are generally more stable, with rates usually being accepted. Stressing the personal relationship which existed with their farmer customers, Mr. Gregory said he made it his business to meet them as often as possible at young farmers' clubs and other local organizations.

In addition to the exceptional maintenance arrangements, Mr. W. J. Gregory disclosed another unusual feature when he told me that he had formerly been a bank clerk before taking over control of the haulage business built up by his father. He has found that this early training has proved of substantial value to him in haulage, and particularly in financial, costing and recording matters. An accurate assessment of business possibilities is essential in haulage as in any other industry, and the success of interworking with other hauliers in the district is founded solely on the basis of trust rather than on formal agreement.

Development

I then had the opportunity of tracing the development of the business with Mr. A. J. Gregory, the founder. He was the first to cart cattle from North Tawton to Exeter by road in 1927 when there were a large number of small markets which created difficulties for all concerned. Once the road service had been shown to be a practical proposition, farmers were quick to realize the advantages over rail. By road, animals could be collected at 7.30 in the morning at the farm and delivered into market by 9.30 a.m. By rail it would be necessary to load much sooner and, in those days, walk them on foot from the railhead to the market in Exeter.

The rationalization of livestock markets in the post-war years has been an advantage to all concerned, Mr. A. J. Gregory said, including the haulier. Their own programme of markets which they attend is as follows. Fatstock markets are held at Exeter and Hatherleigh (nine miles due west of North Tawton) on Mondays. On Tuesdays a store market is attended at Hatherleigh, and fatstock and store markets at Holsworthy on Wednesdays.

A fatstock market is held at North Tawton on alternate Thursdays and a store market at Exeter on Fridays. The main market on Saturdays is at Oakhampton. About 75 per cent. of all livestock traffic involves the movement in and out of market.

Regarding replacement policy, Mr. W. J. Gregory said that they kept a vehicle on long distance for approximately two years by which time it would have covered a mileage of approximately 45,000. A further two years was then spent on livestock and general haulage.

Problems with which they would increasingly have to deal in the future, Mr. W. J. Gregory said, concern the continuing adoption of a five-day week with restrictions on loading and unloading times. There is also the related additional expense of overtime payments and allowances.

Although there might not be the competition for labour in rural areas, such as North Tawton, as was experienced elsewhere, there was, nevertheless, a more limited supply.

Mr. Gregory considers it is an indication of the success of their labour policy that only one driver had left them in the past five years.

But whilst the maximum hours a driver may work is limited by law, no such consideration applies to the employer. A problem which still has to be resolved is how the high standard of service now given to farmers by hauliers such as Gregory's can be maintained without the continued necessity of a 15-hour day for the "boss."

In April this year operators in the North Tawton area had special problems to deal with as a result of the restrictions placed on the movement of livestock following an outbreak of foot and mouth disease in the district. Discussing some of these problems Mr. Gregory emphasized the value at such times of the policy of interchangeable containers which they had adopted. In this particular instance the timing of the outbreak had fortunately coincided with busy periods in other traffics, such as the haulage of lime and fertilizers and when demand for cattle feedingstuffs was at its peak.

Obviously at such times the ability to convert cattle trucks into platform vehicles rapidly was of vital importance. But this advantage could be exploited only if a business of mixed traffic was in being. It was too hazardous an undertaking, Mr. Gregory suggested, to specialize on the carriage of livestock only, or even in combination with meat haulage which could be subject to similar misfortunes.

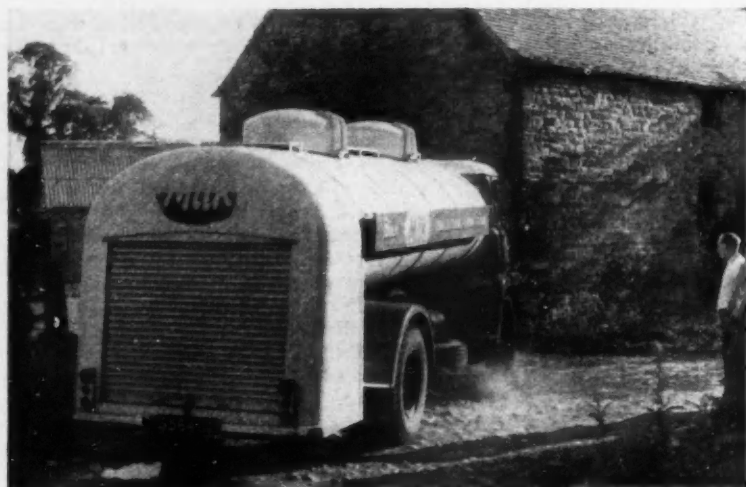
Greater Difficulties

If, however, this outbreak had occurred at other periods in the year the difficulties could have been much greater. The six vehicles which are normally employed in the movement of livestock would have to have been found other traffic, which would not always be possible. In that event some painting and bodywork repairs might be undertaken, so reducing the amount of work that would otherwise have been contracted out to the coachbuilder.

Although revenue would undoubtedly fall in such circumstances, the full staff of drivers would have to be maintained during the period of restriction because they were specialists in livestock haulage and could not easily be replaced. Mr. Gregory estimated that during the recent outbreak they would probably have lost £1,000 in revenue over a period of four weeks if they had not been able to switch over from container to platform vehicles.

One of the biggest headaches for the livestock haulier, as a result of an outbreak of foot and mouth disease, arises when dealing with the rush of traffic which follows immediately after the lifting of restrictions. During the period of restriction no farmer is allowed to move any store cattle out of the area, and as a result there would be an accumulation of calves, young pigs and fat cattle. At such periods Mr. Gregory said that they would undoubtedly have to hire vehicles to help out. Unfortunately this was not always to their advantage as farmers are very conservative and like to deal with people—and particularly drivers—with whom they are familiar. In addition the police would be paying particular attention to the livestock hauliers' compliance with the regulations concerning cleansing.

Whilst some cattle may be moved inside the restricted area, such movement requires a police permit and Mr. Gregory said that livestock operators then become inevitably involved in much non-productive work obtaining these permits from the police, who themselves are already overwhelmed with paperwork in connection with the outbreak generally. A further difficulty arises when undertaking work outside the area to devise routes probably involving many additional miles due to diversions to avoid the restricted area, all of which adds to the operators' expenses.



One of the problems confronting most agricultural bulk services—a reversing manoeuvre of over 30 yards between farm buildings at Whatcote, Warwicks, by a tanker from the fleet of W. Freeman and Sons, of Yardley.

Trunk-running at Present Employs Majority of Milk Tankers, But Indication is that Collection Vehicles Will Shortly Take the Lead in This Vital Industry

Big Progress in Bulk Milk

Most milk collection still involves the use of churns. Here, a load collected by C. Blake and Son, Loxley, Warwicks, arrives at the Midland Counties Dairy, Birmingham.

WHILST relatively few of the milk tankers seen on the roads today are engaged in the bulk collection of milk from farms, the development of this form of transport is potentially of greater importance to the vehicle industry than the use of tankers for trunking runs, as from country milk collection centres and creameries to town dairies. Although the trunk-running vehicles now represent the great majority of milk tankers in service, rapid progress in bulk collection gives promise that vehicles associated with this development will outnumber trunking tankers in the not too distant future.

According to official records of the Milk Marketing Board, the number of farms holding tanks in England and Wales has increased from less than 10 six years ago to over 370, and the amount of milk collected by road tanker has increased proportionately to a total of 60,000 gal. a day. Moreover, immediate plans for expansion are based on an increase in bulk collection of four times the current gallonage. Important developments in this form of milk transport are expected for the near future.

Information received from Mr. J. G. Inglis, general manager of the Scottish Milk Marketing Board, shows that schemes are operating in 12 Scottish counties, which involve the collection of 29 million gallons of milk a year, representing over 15 per cent. of the total supply. A further 7 per cent. is produced by farmers to whom holding tanks will be supplied in the near future, and it is anticipated that over 20 per cent. of the milk produced will be carried by bulk tanker within six months or so.

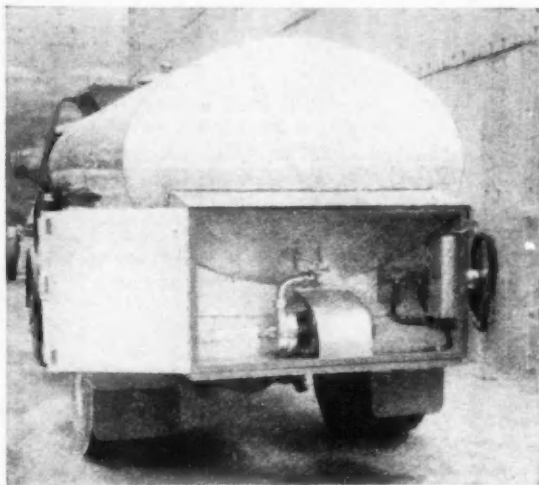
Providing bulk collection vehicles with suitable equipment poses many interesting design problems. In any review of



bulk-milk transport it is, therefore, appropriate to concentrate on measures that are being taken to cater specifically for this traffic. Tankers employed on depot-to-dairy trunking routes are of relatively simple design, the milk being normally loaded by gravity and unloaded by the same means, or with the aid of static pumping equipment.

Bulk milk collection is an all-important and possibly unique example of the way in which control by a Producers' Board is exercised to the benefit of both the vehicle operator and the equipment designer, as well as the producer and customer.

All milk produced in this country is purchased by the M.M.B. (or the Scottish or Northern Ireland Milk Marketing Boards) and transport from farm to dairy, or from farm to collection depot, is undertaken by Board vehicles or vehicle operators under contract to the Board. Rates are negotiated on a formula basis decided by a joint committee of the



(Left) The minimum space is required if a pump is employed that is driven by a mains-operated electric motor, as shown by this illustration of a Butterfield 1,750-gal. tanker. Although freedom from power-cuts is necessary for successful operation, this type of pump is particularly favoured in Scotland. (Below) Easy does it! Another instance of the problems of access encountered with big vehicles.

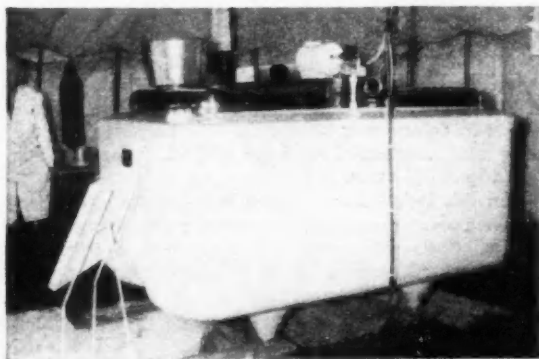


Collection

by P. A. C. Brockington,
A.M.I.Mech.E.

M.M.B. and the Road Haulage Association on which C-licensed operators are also represented.

All bulk schemes are organized in zones by the M.M.B. and vehicle operators collect milk from farms approved by the Board. The producer is paid an additional 1d. per gallon for milk collected in bulk for a period of years, related to the size of the storage tank, and at the end of this period he receives a continuing premium of 1d. per gallon. These payments represent a subsidy by which the



A Desco refrigerated container of the most modern type, seen at the Warwick Show.

relatively high cost of the refrigerated holding tank can be recovered by the farmer in the prescribed period, and which subsequently offers a higher profit incentive.

The farmer is immediately offered a means of reducing labour costs on the farm if he exploits the advantages of the scheme to the full. These include the elimination of churn handling, including churn cleaning, and the facility with which the system can be adapted to the latest milking techniques. Savings in labour and space are also provided

at the dairy, and obviating the noise created by churn handling may be a boon in both cases.

To the vehicle operator bulk collection initially represents a "normal business hazard" in that profit making is dependent upon efficient development of the scheme, with particular regard to arranging collections from farms with the minimum of waste running. In this he has the active support and expert advice of the Board, who operate a fleet of 500 vehicles, a large proportion of which are tankers. Technicians of the Board are continually experimenting with new types of vehicle equipment (often in close co-operation with the National Institute of Research in Dairying) and, in effect, provide a free consultation service to both vehicle operator and equipment maker.

Holding tanks are built to rigid specifications laid down by the Board to ensure hygiene and accuracy of measurement, and the wide knowledge and experience of the Board's technicians virtually gives them authority to stipulate the type of vehicle equipment to be used in certain cases. Equipment makers have, however, a large measure of freedom in developing special features.

Holding-tank Design

The development of advanced types of tanker equipment is, in part, related to holding-tank design in that a means of accurately measuring the milk intake by a vehicle-mounted instrument could give valuable latitude with regard to the specification of the farm tank. Looking into the more distant future it is possible that a flowmeter may be evolved which could be incorporated in the vehicle equipment, and which would afford sufficient accuracy to obviate the use of calibrated holding tanks and measurement by dipstick. Although this project is unlikely to materialize for some time, the prospect has fostered the development of the vacuum-filling system. It is considered that a flowmeter could be more readily employed in conjunction with a vacuum system than with a mechanically-driven-pump type.

Vacuum filling is being used experimentally by the Board and will be employed in service by a number of hauliers



(Left) One of the 1,750-gal. milk tankers of W. Freeman and Sons being loaded at a farm. Hydrostatic drive is used for the pump. (Below) Drawn by a Scammell tractive unit, this tanker semi-trailer has a capacity of 3,300 gal. and is clad in colour-impregnated reinforced plastics. Disc brakes are fitted to the running gear. (Right) A driver taking a sample of milk as part of his duties.

before the end of the year. Essential features of the system include an exhauster driven by a battery-operated electric motor, which creates a vacuum in the tank, the milk being drawn through an extension of the intake pipe at the top of the tank. Although sufficient vacuum to provide a high rate of filling cannot be immediately created by the exhauster, operation of the unit during the run builds up the vacuum and enables the tank to be filled at the normal rate at the farm.

Apart from the possibility of installing a flowmeter in a system of this type, it has many other advantages, which include freedom from noxious fumes during collection, engines being switched off when the tank is being filled. Also, the milk can be drained from the pipes without loss, which is of importance if mixing of two or more grades of milk has to be avoided.

Electrically driven pumps, energized by the vehicle battery are also available, both types of system necessitating the use of a high-capacity alkaline battery and a 5½-in. generator. Although lack of space precludes a detailed description of the tanker-driver's duties at the farm and at the dairy, it should be emphasized that his training and qualifications give him the status of a specialist. An exact procedure is outlined in his instructions regarding dipstick measurement, temperature checking, sample preparation and so on, and high standards of cleanliness must be observed. If these instructions are not closely followed, the effect on the quality of milk may lead to rejection of the entire load by the dairy.

New Midlands Scheme

One of the latest schemes to be introduced by the M.M.B. was inaugurated on October 1, 1960, in the East Midland Region of the Board, which covers the counties of Warwick, Leicester, Nottingham, Northampton, Bedford and Rutland. Bulk-milk collection in this area possibly has a greater potential than that of any other district because the centres of high population density are favourably located in respect to sources of supply, and runs can be planned economically. Two hauliers are currently engaged in this scheme, bulk supplies being delivered to the Aston Cross dairy of Midland Counties Dairy, Ltd., in Birmingham. On September 1 Birmingham Co-operative Society, Ltd., will officially commence a bulk collection scheme.

Starting operations on October 1, with a milk tanker loaned by the M.M.B., C. Blake and Son of Loxley, some three miles south of Stratford-on-Avon, collected 602



gallons from six farms on the first day, and on December 1 a total of 1,623 gallons was collected in a company vehicle from 11 farms in one trip. The concern now operates two vehicles, each with a capacity of 1,750 gallons.

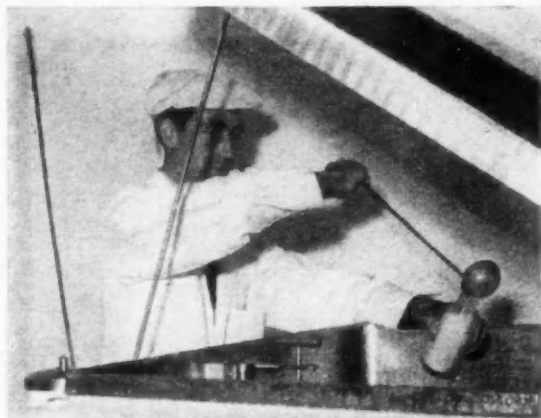
Eighteen Farms Visited

One tanker recently collected 1,276 gallons on a night-collection run of 47 miles, whilst the following day an additional load of 1,482 gallons was collected and delivered to the dairy, the total mileage covered in 24 hr. being 173. Eighteen farms were visited, and the total operating time of the two drivers was 12½ hours. On the same day the second vehicle collected 1,176 gal. of milk from 10 farms in one trip of 101 miles.

When this article was prepared some weeks ago collections were being made from 34 farms in a radius of about 16 miles. Progress is so rapid, however, that the total now probably exceeds this number by an appreciable margin.

Both vehicles are based on Dodge 7-8-ton chassis powered by Leyland O.375 diesels and equipped with a David Brown five-speed gearbox and an Eaton two-speed back axle. The Darham stainless-steel tank is of two compartments, and pumping equipment comprises a positive-displacement stainless-steel pump driven through a centrifugal clutch from the power take-off, an engine throttle control being fitted in the rear compartment. Pumping rate is about 5,000 gal. per hr., and the system of interconnected pipes enables the pump to be used for discharge as well as filling.

A measure of the potential of the bulk collection by tanker compared with churn collection is the estimate given by a member of the company that eventually, with greater concentration of farms, two bulk tankers will do the work of five churn-carrying lorries. The Blake company have been operating churn-carrying lorries for well over 30



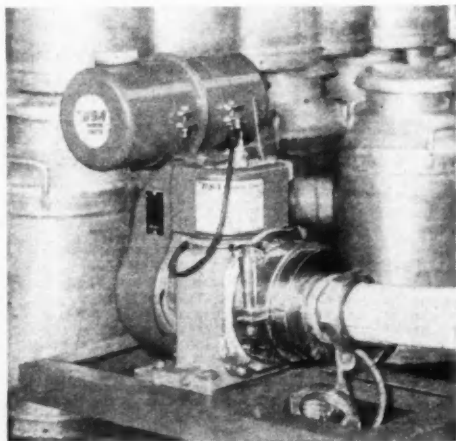
years, the total fleet now numbering 16 vehicles. These are mainly Bedford lorries of 5-ton to 7-ton capacity, and on average 1,000-1,500 gallons are collected daily with the use of about 110 churns.

Due for delivery in a few months' time, a Darham three-compartment tanker based on a Four-in-Line articulated trailer probably represents the most advanced form of bulk collection to be introduced since its inception. This will be hauled by a Dodge tractor and will have a capacity of 2,500 gallons, a compartment of 500 gallons being located above the tractor chassis on a stepped-extension of the trailer. A vacuum-filling system is employed of the type mentioned, fitted with an electrically operated cut-out device to prevent overflow when the tank is full. It is anticipated that the articulated outfit manned by an experienced driver will afford greater manoeuvrability on tortuous farm access roads.

Pilot Scheme in Surrey

Articulated outfits of three compartments with similar capacity will also be used in an M.M.B. pilot scheme in the Surrey area. Six of these trailers will be hauled by Albion Clydesdale tractors and will be run in conjunction with rigid vehicles having a tank capacity of 1,750 gal. to obtain direct comparisons of effective load-carrying capability, operating cost and manoeuvrability. Because of their increased capacity, the articulated tankers will be mainly employed for collections from farms involving relatively long-distance deliveries.

(Below) A mobile pumping set which is used for load discharge in emergencies.



A special feature of the Andrew Bros. tanker employed by W. Freeman and Sons, South Yardley, Birmingham, is the use of hydrostatic drive for the stainless-steel positive-displacement milk pump. The tank is of the two-compartment type with a capacity of 1,750 gal. and is mounted on a Dodge forward-control chassis equipped with a Leyland O.350 power unit, a David Brown five-speed gearbox, Eaton two-speed axle and power-assisted steering.

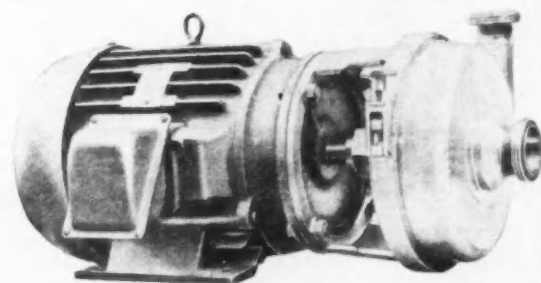
Variable-speed Motor

Operated by a short propeller shaft from the gearbox power take-off, a hydraulic pump supplies fluid to a reversible variable-speed motor located forward of the rear compartment, which drives the shaft of the milk pump by twin belts. Clutching-in and reversing are performed hydraulically, the ease with which the drive can be reversed being an important potential advantage in that it would obviate complications if it were necessary to use the pump for emptying the tanker on the road in the event of an emergency. The speed of the pump can be matched exactly to the low-speed torque characteristics of the vehicle engine, and in effect this reduces the operating speed of the unit. It is emphasized by the tanker makers that a more flexible control over pump speeds is obtainable than is possible with a mechanical drive from the p.t.-o. Maximum output of the pump is 5,000 g.p.h.

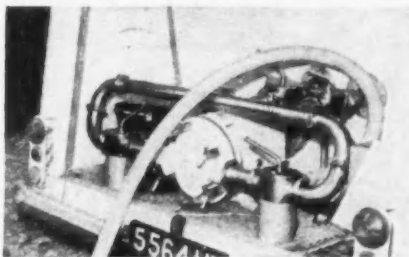
The tank is insulated with 2 in. of Isoflex material and is panelled in polished aluminium, lack of paint obviating attack by milk oxide in the event of spillage. Scotchlite lettering is used on the name panel to give self-illumination at night, whilst the bodywork livery is in coffee and cream.

Collecting milk in an area to the east and north-east of the city (which includes the centres of Sutton Coldfield, Tamworth, Market Bosworth, Fillongley and Maxstoke), the tanker started operation on December 1, 1960, and by the end of the month, running one trip a day, had handled a total of 11,799 gallons. By April 30, the monthly total had increased to 46,897, and on May 8 collections from 12 farms in one trip of 120 miles followed by a second trip of 30 miles raised the total gallons carried in 24 hr. to the record figure of 2,300. On average the current fuel consumption is 13½ m.p.g.

A second vehicle was added to the fleet later in May but as yet no statistics are available showing the expansion in



(Above) The Puma stainless-steel centrifugal milk pump has an easily cleaned straight-through impeller. (Right) A typical pumping unit which is driven from the vehicle's power take-off.



traffic since that date. It is probable that the number of farms in the collection area now exceeds 20.

Bulk milk collection for the Birmingham Co-operative Society, Ltd., will be performed with an Andrews Bros. tanker of the same capacity fitted with a vacuum-filling system. Equipment will include a Reavell exhauster driven by a C.A.V. 24-v. electric motor which can provide a vacuum of 17 in. of mercury. This will afford a rate of milk flow of over 5,000 g.p.h. at the farm with the engine switched off, full vacuum being created when the vehicle is travelling on the road.

Over-filling is prevented by means of an interceptor vessel, situated between the tank and the exhauster, which is fitted with an electronic probe. This is sensitive to liquid, and if the milk attains too high a level in the tank the probe immediately actuates a valve which stops the flow of milk by opening a vent to atmosphere.

Long-standing Hauliers

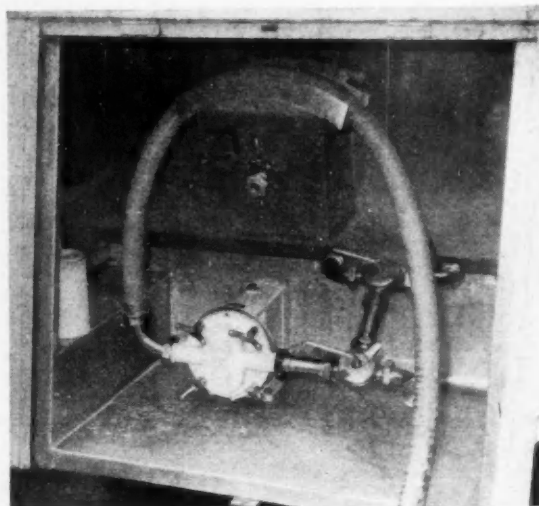
Milk hauliers of long standing, the Freeman company, operate 25 platform vehicles, 12 of which are engaged in churn collection. These are Thames 5-tonners and are also used for the transport of brewers' grains for feeding cattle.

Both the Blake and Freeman companies have a portable pumping set to empty the contents of a holding tank into churns if the milk is unacceptable for transport by tanker. The motive unit of these sets is a small air-cooled petrol engine which drives a stainless-steel pump.

Time for discharge at the dairy, tank cleansing and so on averages about 1 hr. 20 min., the driver being responsible for breaking the seals of the manholes and so on.

Commenting on the type of loading equipment employed in Scotland, Mr. Inglis observes that mains-operated electrically driven pumps are in general use, but that a minority of operators are trying out the battery-driven type. It appears that this method may offer some advantages, despite the fact that practically no trouble has been experienced in the past seven years with mains-driven pumps as a result of failure of the farm supply.

With regard to production of a satisfactory flowmeter, Mr. Inglis states that its advent is eagerly awaited by the majority of operators in Scotland. The considerable number of small dairy men in Scotland would welcome the facility to receive milk from a tanker in the required quantity, and this is not practicable unless an accurate flowmeter is fitted. The fact that a flowmeter would obviate the need for holding-tank rigidity would, it is considered, inevitably result in a saving in capital outlay.



The hydraulic pump unit on the tanker operated by W. Freeman and Sons. Maximum output is 5,000 g.p.h.

In contrast to the claims of the Scottish Milk Marketing Board, the Butterfield company refer to the relatively high incidence of power cuts in some rural areas in England and Wales, and emphasize that this is prejudicial to the use of electrically operated pumps deriving power from the mains supply. It is also pointed out that recent advances in the development of alternating-current engine-driven generators could be favourable to the use of battery-operated electrically driven pump systems, the motors of which are reversible.

In an outline of milk-tanker features, the A.P.V. company state that the tank is normally constructed of stainless steel of approximately 10 gauge and is insulated with about 2 in. of glass-fibre, polystyrene or equivalent material. This company produces stainless-steel storage tanks and pipe fittings as well as a stainless-steel centrifugal pump, known as the Puma.

In the case of the Mickleover transport company, vehicle tanks are available with outer cladding and ends of colour-impregnated reinforced plastics material, which has favourable thermal-insulation properties and is immune from corrosion. The insulating material employed is normally expanded polystyrene with a thickness of 1½ in.

Leading Makers of Road Tankers

Andrews Bros. (Bristol), Ltd.,
Carlton Works,
Regent Street,
Liverpool, 3.

The A.P.V. Co., Ltd.,
Manor Royal,
Crawley, Sussex.

W. P. Butterfield, Ltd.,
P.O. Box 38,
Shipley, Yorkshire.

Darham Industries (London), Ltd.,
13 Victoria Street,
London, S.W.1.

Mickleover Transport, Ltd.,
Twiford Works, Whitby Avenue,
Park Royal, London, N.W.10.

Thompson Bros. (Bilston), Ltd.,
Bradley Engineering Works,
Bilston, Staffs.

Makers of Bulk Milk Tanks

Alfa-Laval Co., Ltd., Cwmbran, Newport, Mon.

All-stainless-steel construction is employed and insulation is of steam-baked corkboard with a bitumastic vapour-sealing compound. A corrosion-proof ice-water tank is located under the vessel and is of resin-bonded glass-fibre. Capacities of the tanks range from 125 gal. to 350 gal.

C.P. Equipment, Ltd., Mitcham, Surrey.
A stainless-steel holding tank of 175 gal. capacity is produced by this company, the compact design allowing a relatively small refrigerating unit to be employed.

Dairy Supply Co., Ltd., Cumberland Avenue, Park Royal, London, N.W.10.

Tanks have an inner vessel of stainless steel and are available with outer vessels of either stainless steel or resin-bonded glass-fibre. The glass-fibre model has steel stiffening channels at the base to ensure rigidity and is insulated by 2 in. of expanded rubber. Tanks are available in four sizes ranging from 175 gal. capacity to 350 gal.

R. J. Fullwood and Bland, Ltd., Fullwood Works, Ellesmere, Shropshire.

All stainless-steel tanks are offered of 110-gal. to 400-gal. capacity with 2 in. of glass-fibre insulation. Features include ice-water spray-rail, cooling, the water being pumped through a perforated plastics pipe surrounding the tank at a temperature of 33 degrees F.

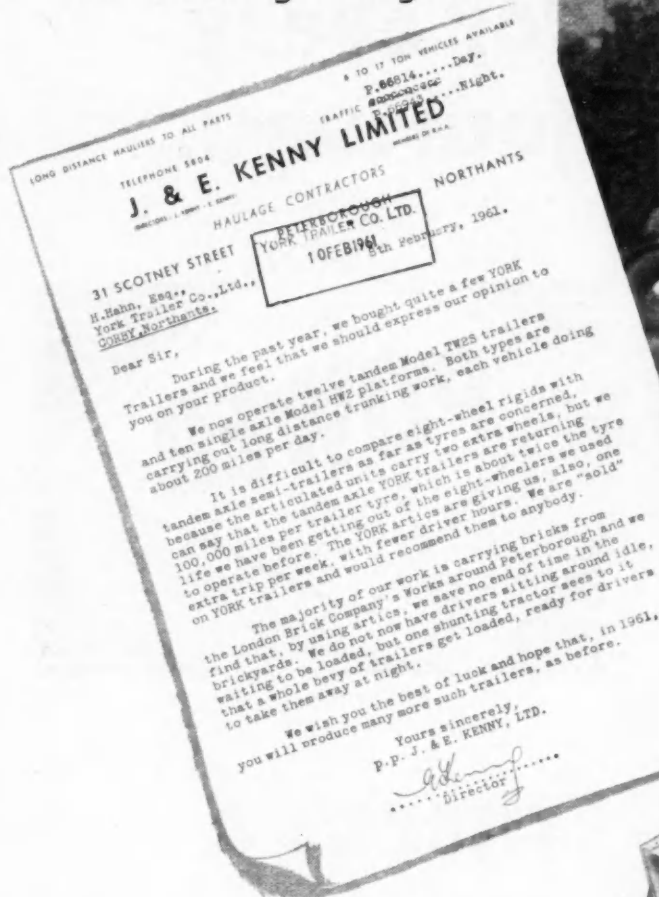
Graham-Enoch Manufacturing Co., Ltd., Margaret Road Works, Windus Road, Stamford Hill, London, N.16.

A new holding tank has stainless-steel walls and bottom and self-sealing foamed-plastics insulation. A 125-gal. tank measures only 3-ft. square overall. The refrigerating unit can be remote from the tank and coupled to it with the aid of a plastics pipe.

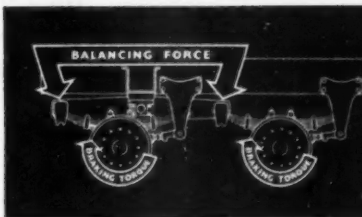
Gascoignes (Reading), Ltd., Gascoigne House, Berkeley Avenue, Reading, Berks.

A range of stainless-steel farm holding tanks is available in eight sizes varying in capacity from 80 to 400 gallons. Features include a built-in control panel and vertical ice-bank, and tanks are insulated with 2 in. of Onazote material. The refrigeration unit is capable of cooling the contents of the tank down to 40 degrees F.

Here's what E. Kenny says....



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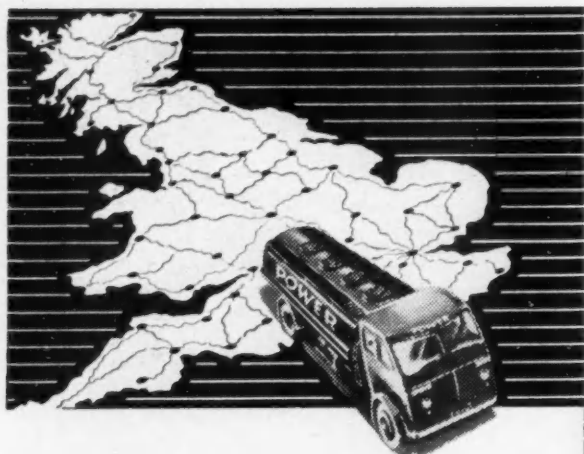
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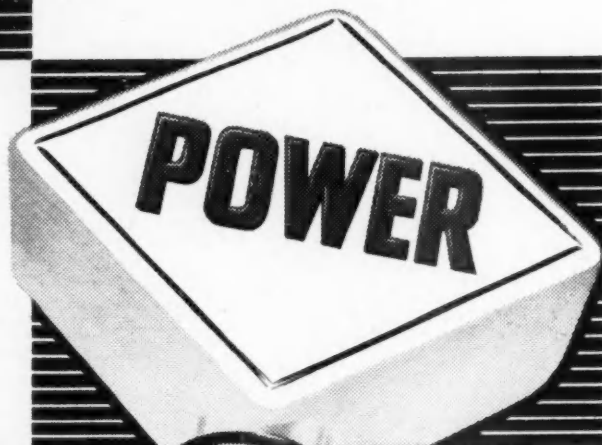
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New Equipment and Publications

Wide Range of Steel Buildings

THE range of standard steel framed buildings made by Sanders and Forster, Ltd., of Barking, Essex, now includes a structure known as the S. and F. Arched Roof Building.

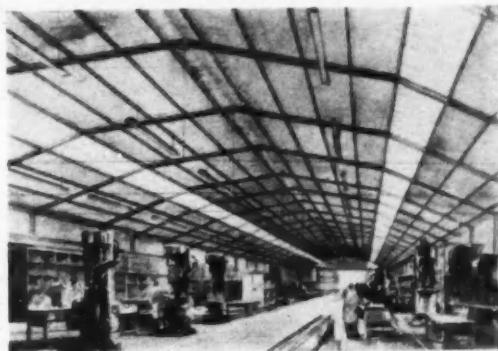
Spans of from 50 ft. to 210 ft. are available with eave heights of from 11 ft. to 30 ft. The main frames are spaced at 20 ft. intervals and buildings can be supplied in any multiple of this length. The buildings will be particularly suitable where a large unobstructed floor space, free from internal columns, is needed.

Roof lighting is normally provided by

continuous strips of patent glazing, or translucent roof lights can be substituted if required.

Cladding of the roof and walls may be of corrugated asbestos sheeting or of any of the conventional covering materials, but, if preferred, the steel frame can be readily combined with traditional building materials.

Steel framed sliding doors, steel sashes, ventilators and any standard accessories can also be incorporated.



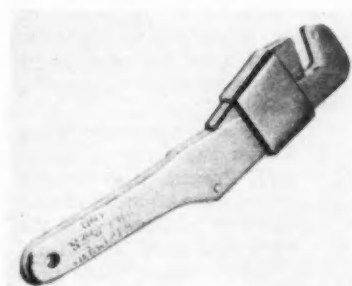
A typical application for the S. and F. Arched Roof Building now produced by Sanders and Forster, Ltd.

Novel Adjustable Spanner

A NEW adjustable spanner has been introduced by Rupert and Co., Ltd., Demmings Road, Cheshire. The spanner works on a locking wedge principle, without either screw threads or worm gear.

Nut and bolt heads up to 13/16-in. A/F can be accepted in the jaws. The wedge-shaped moving jaw is retained by a sleeve, a spring keeping the two parts in contact. When the jaws are closed on the nut or bolt head and a load applied, the sleeve prevents the jaws opening.

The tool is made from 1/2-in. steel and is finished in chromium plate. Overall length is 6 in. Retail price is 9s. 6d. and a leather pocket case, which is also available, costs 4s. 6d.



A locking-wedge principle is used on the small adjustable spanner introduced by Rupert and Co., Ltd.

Book on Bedford

THE maintenance and overhaul of Bedford commercial vehicles built between 1940 and the middle of 1960 are dealt with in "Bedford Commercial Vehicles," by F. A. Stepney Acres, M.I.Mech.E., which is published this week by C. Arthur Pearson, Ltd., Tower House, Southampton Street, London, W.C.2 (price 15s.). This 266-page book is well illustrated, with both photographs and drawings, and there are numerous tables detailing various mechanical settings.

CA models are not dealt with, information on these being provided in "Vauxhall Cars," a Pearson's Car Maintenance book, and the recent TK range of forward-control models is not included either. The book does not pretend to replace the Vauxhall service training manuals, but, nevertheless, gives a comprehensive guide to mechanics and fleet-maintenance staff. For some inexplicable reason steering gears are not dealt with, although there are eight pages devoted to propeller shafts.

Hacksaw Blades

THE latest publication by the L. S. Starrett Co., Ltd., Jedburgh, Scotland, is a brochure on the range of hand and power hacksaw blades made by the concern. Included in the information given is a "trouble chart" which gives reasons for bad power sawing and suggested remedies.

Safety Poster

A SAFETY poster for use in places where hammers are widely used has been produced by the makers of Stanley hammers. The poster draws attention to the possibility of serious accidents being caused by the neglect or misuse of hammers, and suggests positive ways of avoiding them.

It is in three colours, measures 24 in. by 18 in. and can be obtained free of charge from the Public Relations Department, Stanley Works (G.B.), Ltd., Rutland Road, Sheffield, 3.

Automatic Dispatch

MATERIALS handling, involving the dispatch of different types of goods, can be mechanized and automated inexpensively, with full centralized control, using a solid state control developed by Rotax, Ltd., Chase Road, London, N.W.10.

The unit consists almost exclusively of diodes which, together with a static punched card reader, replaces complicated memory and reading devices

normally required for automated mechanical handling schemes.

New goods release mechanisms allow unusually fast delivery of preselected orders. It is claimed that human errors are avoided and considerable saving of time and manpower are obtained, since manual selection and counting are eliminated.

Masking Tape

A MASKING tape for use in high temperature painting operations has been developed by Permacel Tapes, Ltd., Slough, Bucks.

The new tape is called Permacel 703, and it is claimed to be ideally suited for stoving operations at temperatures up to 375° F. for 30 minutes. Paint build-up is said to be eliminated due to the thin paper backing, and Permacel 703 will not stain enamels or lacquers under normal conditions.

Calor Stockists

A REVISED and enlarged list of more than 1,500 Calor gas dealers and stockists in England and Wales has just been published. Names, addresses and telephone numbers are shown alphabetically under counties and towns.

Dealers carrying stocks of Calor propane are specially marked for the benefit of industrial users.

Copies of the list are available free from Calor Gas (Distributing) Co., Ltd., 178-202 Great Portland Street, London, W.1.

Rust Prevention

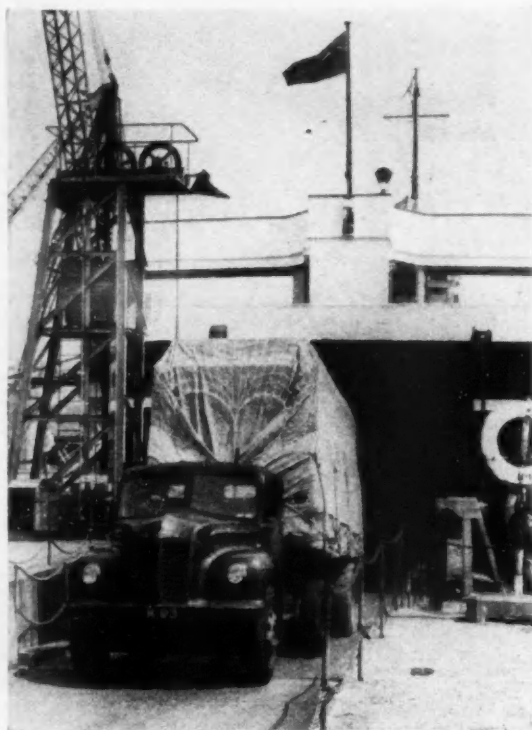
THE application of Shell Ensis Fluid 256 rust preventive will be simplified now that it is available in aerosol containers. Distribution of these will be by the Jenolite Group of Companies, 13-17 Rathbone Street, London, W.1.

Shell Ensis Fluid 256 is intended for use on unpainted surfaces. It is claimed that it will displace moisture on the surface treated and that a durable film is left which gives protection against the oxidizing effect of air and moisture for 12 months or more.

Retail price of the new 10-oz. aerosol container is 7s. 6d.

Moving 700 Million Little

By Ashley Taylor,
A.M.I.R.T.E., Assoc.Inst.T.



(Above) The Northern Ireland trailer ferry, the "Ionic Ferry," unloading egg-carrying vehicles at Preston. (Below) An Ulster Ferry trailer-load of eggs leaves the ship "Pointer" at Liverpool.



D.C.

FROM thousands of farms in the six counties of Northern Ireland hundreds of millions of eggs travel annually to tables in the other parts of Britain. And so well has the system of transport been developed that, of two eggs laid on the same farm at the same time, one can be expected to be on sale at a retailer's in London or Newcastle upon Tyne within 24 hours of its twin appearing in a shop in Belfast—or perhaps even at the same hour.

Much has been heard and seen (in *The Commercial Motor* among other places) of complaints that the Irish Sea is the most expensive water barrier in the world, and that the manufacturers of Northern Ireland are unfairly penalized in their efforts to turn the honest half-crown. But for the egg-producing industry that very water has proved the highway to a thriving trade which has established itself on a basis competitive with areas much more favourably placed in the matter of proximity to their potential markets.

To many a small farmer in Northern Ireland development of egg production has made the vital difference. Every farm there is within reasonable distance of an accredited egg-packing station, from which collections will be made frequently, starting the product on the first stage of its journey to the housewife's shopping basket.

To satisfy Britain's increasing population and a rising standard of living, it is necessary that foodstuffs shall be brought from farther afield than was formerly the case, and home produced eggs from Northern Ireland have provided a valuable example of a situation which is of material benefit to the producer and without excessive expense to the consumer.

In round figures Northern Ireland may be taken to ship to England, Scotland and Wales around 700-m. eggs a year, a procedure that makes a contribution of first-rate importance to Ulster's agricultural industry. Road transport organizers in conjunction with the specialist shipping services have done much to make possible the growth of this trade to its present volume. In one case the egg traffic has formed the justification for the opening of a special ferry service that now offers facilities for the carriage of a wide range of commodities.

By sea, eggs travel from Belfast and Larne to Liverpool, Preston, Stranraer and Ardrossan, also much smaller numbers to Cardiff. Of the total intake of eggs from Northern Ireland nearly two-thirds enter through Preston and Liverpool, the remainder going to Scotland.

Figures for a typical week this year show that of the eggs proceeding by way of the Lancashire ports over half were routed through Liverpool, roughly 49 per cent. being Preston's share. In another particular week there were 29,250 cases, each of 30 dozen eggs, in transit. Of these 13,000 cases went by Ulster Ferry Transport through Liverpool, 6,400 by Ulster Ferry Transport

Lions

How a Highly Organized Road and Sea Transport System Ensures Speedy Delivery of Northern Ireland Eggs to Markets Throughout the Rest of Britain



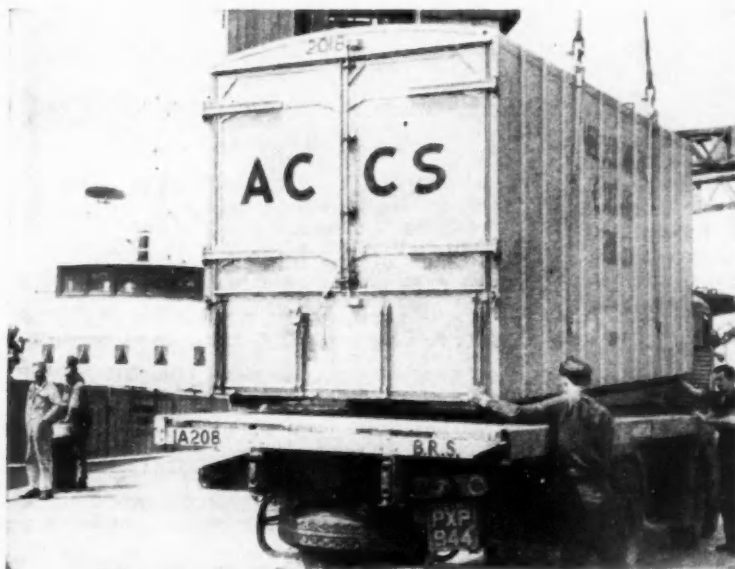
(Above) Trans-shipping eggs in the Ulster Ferry depot at Liverpool. (Left) Trailer loads of eggs awaiting removal to the Ulster Ferry depot sandwich a container of general cargo at the Liverpool docks.



through Preston, also 9,500 by British Road Services, and 400 by Anglo-Continental Services through the latter port. The operators mentioned also share the traffic moving by way of Scottish services. From the ports the cases are distributed throughout Britain, the supreme object of the present-day transport system being to ensure that the egg reaches the kitchen in the shortest possible time.

From the point of view of those responsible for eggs the question of safe handling comes a close second to rapid transit, and here notable progress has been achieved. One finds that sound packing, coupled with the minimum handling encountered on the cross-channel ferries, has reduced damage figures to about a twentieth of those experienced in earlier days before the development of the through facilities. Nevertheless, there is continual study with the object of reducing to vanishing point any kind of breakage. At the moment the average runs out at under one damaged egg for every case of 30 dozen.

The eggs travel in fibreboard cartons, being carried in the familiar form of separated packing known as Keys trays, each of which holds 36 eggs, 10 trays making a case load. Prepacked eggs, enclosed in separate containers of 6 and 12, make up rather larger sized cases. A certain number of half-size outer cases are used where 15 dozen lots are required. The through road transport is performed on general purpose trailers which normally travel loaded from the packing stations in Northern Ireland right to the individual destinations. An inspection of the goods in transit



An Anglo-Continental Container Services egg cargo being unloaded at Preston. Much of the egg traffic passes through here.

Loads of eggs leaving the Ulster Ferry depot in Liverpool on trunk runs.

showed British Road Services to carry on an average 350-360 cases per trailer, the Ulster Ferry Service range being of the order of 350-420.

Originating in holdings all over Northern Ireland, the eggs pass to some 130 strategically placed packing stations where they are immediately tested, then graded as large, standard, medium smalls and extra smalls. Within 24 hours they have been packed and their journey has commenced. Vehicles from the packing stations make regular rounds of their individual areas, usually picking up supplies direct from the farms. However, sometimes in small communities local tradesmen will act as collectors, gathering in small lots from neighbouring producers for handing over in quantity to stations' representatives. Many packing stations operate on an individual basis, making their own transport arrangements with British Road Services or Anglo-Continental Container Services.

The intake of a dozen or so packing stations is handled in bulk for onward transmission by the McDowell organization of Ballymena in County Antrim.

The largest share of the distribution service for eggs from the area is in the hands of Northern Ireland Eggs, Ltd., a non-trading organization that represents 70 packing stations. This company was formed in 1953 when the rationing period ended and the market in eggs became free. The company's Liverpool office is responsible for much of the undertaking's business in Britain, although there are also agents who operate in London, Glasgow and Cardiff. Because of the importance and volume of the egg traffic this organization early decided upon the formation of a transport subsidiary, this being the now well-known Ulster Ferry Transport which works in conjunction with the Link Line and carries not only eggs but general goods.

Ulster Ferry Transport trailers collect each day from every packing station, Link Line carrying out the sea passage and U.F.T. finishing off by delivering far and wide. Link have two specially adapted motor vessels, "Pointer" and "Spaniel," with which they have been working a nightly (Sundays excepted) service in each direction between Belfast and Liverpool. Each is approximately 1,200 tons gross, is 224 ft. long and has holds 130 ft. in length which are free from obstruction and where trailers can be stowed four abreast, giving accommodation for 36 full-sized unit loads. At both Liverpool and Belfast the company's berths are equipped with large electric derrick cranes which are of a capacity to handle the largest trailer loads normally moving across the Irish Sea.

Consignment Facilities

From the time a case is loaded at the packing station until it reaches the delivery point at the wholesaler's warehouse it will normally remain static on the one trailer. Although very often it is possible for a trailer to move loads direct from the packers in the country to the quay at Belfast or Larne, at the company's depot at Lisburn there are facilities for smaller consignments to be bulked so as to make up full loads for the purpose of shipping.

So far as practicable these continue as full loads, going straight to the wholesalers or other customers, such as multiple stores, up and down the country. Thus no pro-



vision for warehousing on the arrival side is necessary. Accommodation does exist, however, at the Ulster Ferry Transport premises at Dixon Street, adjacent to the docks in Liverpool, for some trans-shipment to be performed, since not all customers want their orders to be made up with the same percentages of the different grades.

From the ports the eggs go to every corner of the country; wherever possible the full trailer loads mentioned being sent out. However, in order to maintain a steady flow of delivery, split consignments have sometimes to be arranged.

London Next Day

Continuing with Liverpool as the example I found that eggs which arrived there during the day were being delivered in London first thing the following morning. When customers are located in the north of England there is every chance that the eggs will reach them on the same day as they arrive in the port. In the course of my investigation I noted that eggs were being cleared every day to the various destinations.

The process of handling the eggs through the distributive system in Britain goes on seven days a week, with Wednesdays, Thursdays and Fridays as the busiest period. And at the other end of the transport link the hens of Northern Ireland continue to load the line that leads to all parts of the country.

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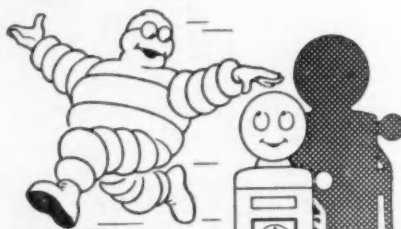
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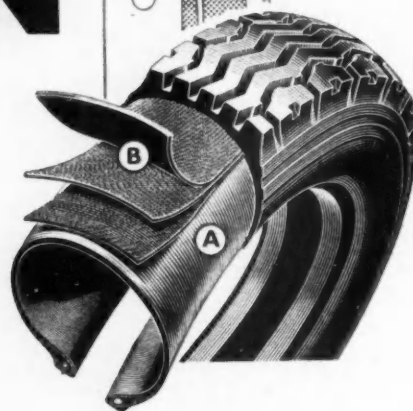
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Mar. 1961	41-seater coach Diesel engine	291.1 "	322.9 "	31.8 "
Mar. 1961	1,489 litre Saloon car	336.8 "	363.0 "	26.2 "
April 1961	1-ton Delivery van (petrol)	326.6 "	344.6 "	18.0 "
April 1961	4-axle 12-wheeler 24-ton gross	221.4 "	248.6 "	27.2 "

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1B61/28/G

Expansion Trends in Haulage

"Repair and Maintenance"

A-LICENCE variations for "repair and maintenance" replacements, and new B licences for tipper, seems to be the order of the day in most areas. There would also appear to be a demand for car transporters in the North Western, Yorkshire and West Midland areas.

D. T. Horrocks, of East Barnet, who wants a van to carry fruit in "London and the provinces," could meet with opposition from the B.T.C., and no doubt he will have to define his destinations a little finer before the Metropolitan L.A. makes a grant.

South East area tipper operators will have to face up to a total of six new tippers from various applicants, wanting to carry mainly building materials.

applicants' warehouse at Little Hoole and occasionally collections and delivery of smalls to be carried, or which have been carried, on trunk services operated by the applicants, all within 30 miles.

NW 16/6/10.—Concrete Products (Sheffington and Sons), Ltd., Rhyll, new B lic., 1 veh. (3½t). Concrete products, bricks, sand, gravel, general goods within 25 miles.

NW 16/6/11.—Harold Wood and Sons, Ltd., Salford, new B lic., 1 tanker (9½t). Bitumen for Berry Wiggins and Co., Ltd., from Salford as required.

NW 16/6/12.—R. Forshaw, Chorley, B var., add 2 veh. (12½t).

NW 16/6/13.—J. Foley and Co., Liverpool, B var., add 2 veh. (6t).

NW 16/6/14.—W. H. Cowburn and Cowpar, Ltd., Manchester, B var., add 2 art. (10t) and 2 trl. (9t).

NW 16/6/15.—J. Chippendale, Preston, B var., add 2 veh. (10½t). Road making mats, within 50 miles; agric. lime (for spreading) within 100 miles; for Wood and Sons, Ltd., Macclesfield, and within 50 miles of Withers Limestone, Ltd.; agric. lime (for spreading) within 35 miles of base. (1 veh. now on C lic).

NORTHERN

Applications

N 13/6/1.—G. H. Lofthouse, Stockton, new A lic. 1 veh. (5½t). Goods for Dorman Long (Steel), Ltd., and associated companies. Mainly Northern Counties. (If granted, 1 veh. surrendered from contract-A lic.).

N 13/6/2.—Haley Bros. (Chopwell), Ltd., A var., add 1 T. (9t). Opencast coal, furniture, road and building mats, coal, farm produce and implements, foodstuffs, lime. Northumberland, Durham, Manchester, Liverpool, London and Scotland.

N 13/6/3.—Middlebrough Transport and Engineering Co., Ltd., Middlebrough, A var., of conditions to include: Goods for Resmat (Asphalt), Ltd., within 100 miles.

N 13/6/4.—L. Dean, Barrow, new B lic. 1 veh. (1½t). Towing of caravans any distance.

N 13/6/5.—H. J. Kemp, Newcastle upon Tyne, new B lic. 1 van (14c). Goods for Belis Asphalt Co., Ltd., within 160 miles.

N 13/6/6.—R. S. Goward, South Shields, new B lic. 1 van (11 12c). G.g., G.B.

N 13/6/7.—E. Fairhurst, Willington Quay, new B lic. 1 veh. (3t). G.g. within 20 miles and goods for Formica where required.

NORTH WESTERN

Applications

NW 16/6/1.—H. B. Corker, Northwich, new A lic., 2 veh. (7½t). Milk, agric. produce and requisites, scrap metals, building mats, within 60 miles.

NW 16/6/2.—H. H. Crutchley, Ltd., Birkenhead, A var., delete 2 veh. (6t) add 2 veh. (8t).

NW 16/6/3.—P. E. Dakin, Abergel, new B lic., 1 veh. (2t). Towing of caravans to and from camps at Abergel as required within 100 miles.

NW 16/6/4.—Concrete Products (Bolton), Ltd., new B lic., 2 veh. (8t) (includes 1 veh. to be hired). Building mats. In general within 20 miles.

NW 16/6/5.—Boulton and Co., Ltd., Manchester, new B lic., 3 veh. (10½t). Scrap non-ferrous mats; Lancashire, Yorkshire, Midlands and occasionally London.

NW 16/6/6.—G. H. Thornley, Manchester, new B lic. 1 veh. (7t). Goods for C.K.S. Group, Ltd., and their integrated companies, as required.

NW 16/6/7.—W. G. Trowbridge, Didsbury, new B lic., art (3t) and 1 trl. New and second-hand cars from factories; Birmingham and Coventry to distributors, Manchester and Glasgow.

NW 16/6/8.—H. and B., Ltd., Mottram, new B lic. 2 veh. (1½t). Light portering within 25 miles.

NW 16/6/9.—Road Services (Caledonian), Ltd., Preston, new B lic. 2 veh. (6t). Goods on behalf of S. C. Johnson and Son, Ltd., Quaker Oats, Ltd., British Ropes, Ltd., General Milk Products, Ltd., Hood Haggie, Ltd., and Gorgins, Ltd., from

YORKSHIRE

Applications

Y 21/6/1.—Spencer M. Blackburn, Ltd., Leeds, new A lic. 2 art. (15t) (car trls). New and second-hand cars, vehicles and spares. To and from Yorkshire, Lancashire, Home Counties, Midlands, Northern England and occasionally Scotland.

Y 21/6/2.—Dennison and Sons, Ltd., Bradford, A var., add 1 veh. (5t). Veh. to be used to facilitate fleet maintenance only.

Y 21/6/3.—S. Greenwood, Ltd., Bradford, A var., add 1 veh. (5t). To be used for fleet maintenance only.

Y 21/6/4.—Herman Walker and Son, Gomersal, A var., add 1 veh. (3½t).

Y 21/6/5.—Lep Transport, Ltd., Goole, A var., add 3 veh. (10½t) and 1 art. (5½t). To be used only when any authorized vehicle on A or B lic. are withdrawn for maintenance or repair. Also A var., add 2 veh. (7t) and 1 art. (5½t).

Y 21/6/6.—Stainforth Haulage Co., Settle, A var., add 1 veh. (4t) to facilitate fleet maintenance.

Y 21/6/7.—P. and M. Transport Co., Ltd., Bradford, new B lic. 1 veh. (4½t). Wool, textiles and machinery within 15 miles.

Y 21/6/8.—A. L. and P. Edmonson, Burton-in-Lonsdale (Carnforth), new B lic. 1 veh. (5½t). Coal for R. Gardner, road making mats, for G. Wimpey and Co., Ltd., and J. D. Waring within 50 miles.

Y 21/6/9.—W. W. O. Duckmantow, Malby, new B lic. 1 veh. (4t). Building mats, within 75 miles.

Y 21/6/10.—E. S. Peacock, Norton, new B lic. 3 veh. (9½t). Farm products within 50 miles.

Y 21/6/11.—P. Hallas, West Ardsley, new B lic. 1 veh. (2½t) and cattle container (1½t). Livestock within 50 miles.

WESTERN

Applications

W 20/6/1.—J. Smith (Bicknort), Ltd., A var., add 1 art. (8½t). To be used solely in replacement of any authorized veh. off the road under repair or under maintenance.

W 20/6/2.—W. G. Golding and Sons, Ltd., Kingswood, A var. 1 grain tanker (8½t) in lieu of 1 grain tanker (5t).

W 20/6/3.—F. R. B. Transport, Ltd., Kingsbridge, new B lic. 3 veh. (7t 12c). Goods for F. A. Brock and Sons, Ltd., Frost Reade and Co., Ltd., Kingsbridge Builders Merchants, Ltd., and K.F.S., Ltd., as required.

W 20/6/4.—Suttons (Cornwall), Ltd., Newlyn, new B lic. 1 veh. (7t 12c) (carrying refrigerated unit). Quick frozen and perishable foods on regular routes to London, Bristol, Hull, Grimsby, Lowestoft, Great Yarmouth, Sheffield and Scotland.

W 20/6/5.—A. S. Dalwood, Sandford new B lic. 1 T. (3t 18c). Building mats within 75 miles.

W 20/6/6.—C. H. Lewis and Son, Cheltenham, B var., add 2 T. (13t). Road making and building mats and agric. lime within 100 miles.

W 20/6/7.—S. Apex, St. Austell, B var., add 1 T. (2t 17c). Goods for Cornwall County Council in Cornwall.

CONTRACTIONS: add, additional; agric., agricultural; art., articulated unit; c, cwt.; g.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

W 20/6/8.—W. H. Jakeway and Sons, Ltd., Sandford, B var., add 1 T. (13t 19c). To be used solely in replacement of any authorized veh. which is off the road under repair or under maintenance.

METROPOLITAN

Applications

M 15/6/1.—D. T. Horrocks, East Barnet, new A lic. 1 van (8t). Fruit, London and provinces.

M 15/6/2.—Transway, Ltd., E.1, new A lic. 6 veh. (4t). Machinery, steel and allied goods, chemicals, paints, foodstuffs, plastics, agric. goods and requisites, electrical goods, ships' stores and fittings, road and building mats., newsprint and other g.g. Metropolitan Area, Midlands, Lancashire, Yorkshire, North East Coast, Eastern Counties, West of England, Wales, South coast, and occasionally Scotland.

M 15/6/3.—G. H. Allitt and Sons, Ltd., A var. substitute 1 art. (2t 1c) and 1 trl. (2½t) for 1 veh. (2t 18c). G.g., all districts.

M 15/6/4.—C. Bristow, Ltd., E.3, A var., substitute 1 veh. (6t 16c) for 1 veh. (4t). G.g., G.B.

M 15/6/5.—Davis Bros. (Haulage), Ltd., E.3, A var. substitute 1 veh. (6½t) for 1 veh. (4t). G.g., G.B.

M 15/6/6.—A. Pile and Son (Transport), Ltd., Darford, A var. substitute 1 veh. (3t 7c) for 1 veh. (2t 9c) within 300 miles.

M 15/6/7.—B.P. Transport, E.14, new B lic. 1 veh. (7t 1c). Roof tiles for Marley Tile Co., any distance.

M 15/6/8.—Commercial Packing and Storage Co., Ltd., E.C.3, new B lic. 1 veh. (1½t). G.g. collected for packing and re-delivered. Delivery of goods held in transit in applicant's warehouse. Express delivery of small items for export and ships' stores all within 10 miles and to Tilbury Docks. Also collection and delivery to S. G. Brown, Ltd., Watford.

M 15/6/9.—Ham Wharfrage Co., Ltd., Brentford, new B lic. 1 veh. (2t 19c). Timber and steel of excessive lengths G.B. mostly within 60 miles.

M 15/6/10.—J. P. Marrell, E.1, new B lic. 2 veh. (7 to 12c). Fruit and vegetables within 15 miles.

SOUTH EASTERN

Applications

SE 22/6/1.—Bridenorth Milk Transport Co., Thatcham, new A lic. 8 tankers (68½t). Liquid milk and milk products in bulk normally within 250 miles and as directed by Milk Marketing Board. (If granted contract-A lic. held in Western Area will be surrendered.)

SE 22/6/2.—G. W. Denham, Eastleigh, A var., add 1 veh. (3½t) in replacement of any vehicle which is off the road under repair or under maintenance.

SE 22/6/3.—A. Chandler, Maidstone, A var., add 1 veh. (3½t).

SE 22/6/4.—A. Burnett and Sons (Transport), Ltd., Southsea, A var., add 1 veh. (3½t) to be used solely in replacement of any authorized vehicle off the road under repair or maintenance.

SE 22/6/5.—J. C. Wells (Transport), Ltd., West Malling, A var., add 1 veh. (3t). Mainly chemicals and by-products for I.C.I. Mainly Kent, Surrey and Sussex.

SE 22/6/6.—M. Ainslow, Chatham, new B lic. 1 T. (3t). Excavated mats, within 25 miles. (Veh. at present on C lic.)

SE 22/6/7.—M.U.S.H. Contractors Plant, Ltd., Dover, new B lic. 1 T. (3½t). Sand, ballast, hard core, building mats, 50 miles.

SE 22/6/8.—M. P. Harris and Co., Ltd., Northiam, new B lic., 2 T. (7t). Building and public works mats., plant and spoil within 25 miles.

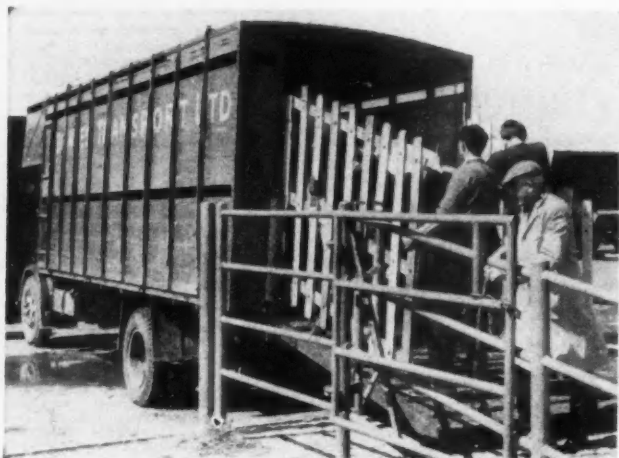
SE 22/6/9.—R. W. Wateridge, Parkstone, new B lic., 1 veh. (3½t). Building mats, and scrap metal within 50 miles.

SE 22/6/10.—Rother Cartage Co., Ltd., Rotherfield, new B lic., 2 T. (8t). Building mats, and agric. lime within 25 miles.

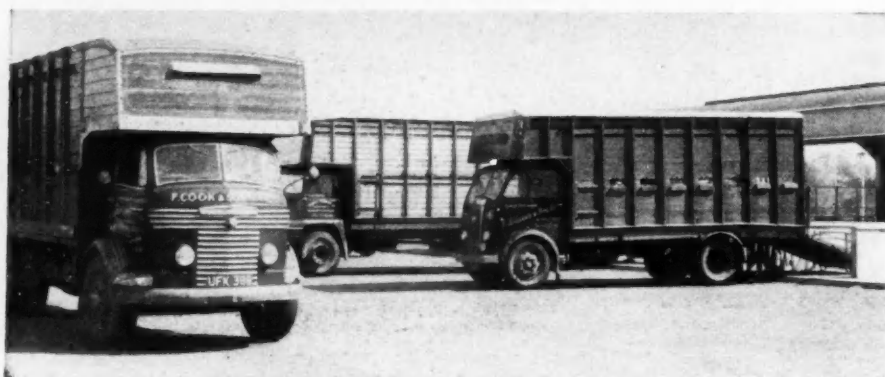
SE 22/6/11.—L. H. Cullen, Deal, B var., add 1 veh. (3t).

SE 22/6/12.—F. Avann, Eastbourne, B var., add 1 T. (4t). Veh. to be used as replacement only in event of any one of existing licensed veh. being withdrawn for overhaul or repair.

SE 22/6/13.—E. N. Copelin, Wimborne, B var., add 1 T. (3t).



Cattle Trucks Get a Quick Turn-round



*Up to 50 per cent.
Increase in Vehicle
Utilization Claimed
for Gloucester Cor-
poration Market*

*(Above, left) Loading bulls
into a Bedford operated by
Bowles Transport, Ltd. Their
traffic manager, Mr. A. R.
Gedden, is in the foreground.
(Left) Vehicles at the pig pens.*

SINCE the old Gloucester Corporation cattle market in Market Parade was closed down in October, 1958, and all livestock sales were concentrated at the new market in St. Oswald's Road on the outskirts of the city, the quicker turn-round of the cattle trucks has enabled hauliers engaged on local deliveries to increase vehicle utilization by about 50 per cent. Moreover, the modern facilities have substantially increased the volume of business and there is ample room for expansion.

Built on a 35-acre site on ground reclaimed by the Corporation for its refuse fleet, the market provides up-to-date administrative offices and an extensive "shopping area." The site adjoins a combined abattoir and meat market, and separate vehicle parks are available to motorists and commercial-vehicle operators. A public house has been built near the entrance from the Gloucester ring road.

Built at a cost of £407,000, excluding expenditure on land reclamation, the annual cost of the market to the ratepayer is about £20,000. Future plans include the transference of the fruit market to the site and building a restaurant.

The expansion of trading afforded by the market is shown by a comparison of the throughput of stock last year with the throughput of the old market in 1957. This shows that the head of stock increased from 218,861 to 266,664, despite a four-week close-down period necessitated by foot-and-mouth restrictions and reduced trading over a longer period.

Fat cattle, fat and store calves, sheep and pigs are marketed on Mondays, dairy and store cattle and store calves on Thursdays, and store and barren cattle on Saturdays, when there is also a sale of hay, straw and root

£30

crops. Sales of farm implements, tractors and so on take place in May, and there are occasional sales of Irish store cattle.

The dairy section of the market is divided into two parts (to allow the auctioneers of the two market companies to operate simultaneously), and can accommodate a total of 640 animals. Accommodation for 1,575 fat and store cattle is provided, whilst the undercover space in the calf section caters for 700 animals. About 4,000 pigs can be housed in covered pens of the partitioned type and open sheep pens can accommodate 2,640 animals.

Whilst incoming livestock is normally collected by vehicle operators from an area within a radius of about 25 miles, deliveries are regularly made to many distant centres. Although the rapid turn-round of vehicles is of greatest benefit to short-distance operators, reducing delays to a minimum is also of particular importance to hauliers making long-distance deliveries, a pertinent factor in a typical example being the condition of the animals at the start of the journey. After a long delay in the market they may be unfit to travel more than a short distance.

In the interests of easy loading, the platforms of the cattle bays are built to a height of about 2 ft. and are ramped on the pen side. Calves, sheep and pigs are unloaded to floor level, but two special bays are provided with a platform at vehicle-deck height to cater for the handling of "difficult animals." This reduces the likelihood of injury if an animal is fractious.

Establishing the market remote from the congested area of the city has also been beneficial to other road users and to traders. In addition to the long delays in clearing vehicles from the old market—which were an inevitable

(Right) A Morris and two Commer on the vehicle wash area, which is built to take four echelons each of three vehicles. A fee of 2s. per vehicle is charged.

By
P. A. C. Brockington,
A.M.I.Mech.E.



feature of a typical day's trading—waiting vehicles had frequently to be parked a considerable distance from the market. This increased congestion, and it was often extremely difficult for potential customers to locate the truck drivers. It was not unusual for vehicles visiting the old market to be kept waiting for more than two hours and for market clearance to extend the working day by as much as six hours.

Now vehicle delays as a result of congestion have virtually been eliminated, bays being provided for the unloading of more than 60 vehicles at one time. Bollards have been placed at strategic points to control vehicle movements and a 12-vehicle lorry wash-down site is of the most modern type. Lorry bays of reinforced concrete are arranged in echelon formation and raised platforms facilitate the removal of straw and waste material for later transfer to an incinerator. The vehicle is washed down without changing its position and falls are so arranged that the water tends to run to the back of the vehicle and thence to drain. A multi-centrifugal electric pump feeds a stand pipe in each bay, about 50 per cent. of the water being recirculated.

A parking fee of 2s. is charged for each vehicle, which includes the charge for wash-down facilities. Operators who are not obliged by the regulations to cleanse their vehicles are thus encouraged to make use of this amenity.

In the opinion of the majority of local livestock hauliers, the use of three-deck bodies based on standard four-wheel chassis is dangerous because of excessive vehicle sway on corners. It is generally agreed, however, that this type of body is satisfactory with regard to vehicle handling and



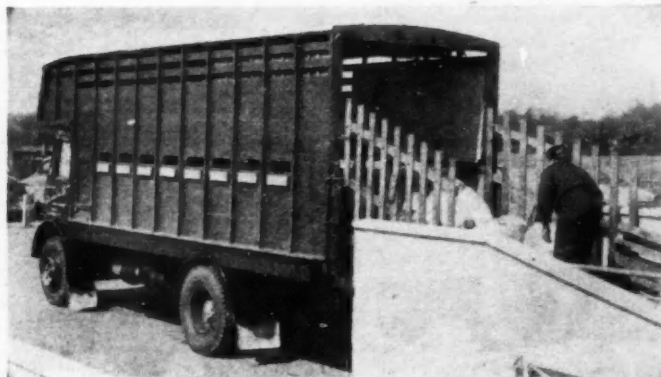
An unusual vehicle, this small transporter body is on a Bedford TK chassis.

animal welfare (given that the top is covered in and efficiently ventilated) if the chassis is a six- or eight-wheeler or has a reduced frame height.

Wood bodies are generally favoured in preference to the all-metal type, but a number of operators employ bodies with a timber frame and floor and aluminium panelling. In the case of F. Cook and Son, Frampton Cotterell, Bristol, a number of Drew Bros. wood-and-aluminium bodies of this type are employed which, it is claimed, provide a weight saving of 7-8 cwt. and a number of other advantages, including easier cleaning. A wood floor is considered essential for a firm footing for the animals.

In common with all the hauliers with whom I have discussed Gloucester Market, Mr. D. R. F. Cook, of this company, claims that the facilities it provides are exceptionally good. Mr. Cook particularly praised the unloading arrangements and the provision of covered-in pens for sheep and pigs. In Mr. Cook's opinion, criticism by the Royal Society for the Prevention of Cruelty to Animals of various types of three-decker cattle trucks is fully justified.

The four vehicles in the Cook fleet engaged in livestock haulage comprise two A.E.C. Mercury 10-tonners capable of carrying 12-14 cows; a Commer two-stroke-engined truck with a capacity of 10-12 cows; and an Albion that is capable of carrying up to 10 cows. Whilst the A.E.C. averages 14 m.p.g., the average consumption of the



Pigs being loaded into a transporter operated by E. Warner and Son, Ltd.



Northover Bros., of Pilning, operate this Bedford, which utilizes alloy bodywork for the cattle carrier.

Commer and Albion are 16-18 m.p.g. and 18-20 m.p.g. respectively. Bodies are of the hinged-deck type.

Good ventilation is cited by R. H. Goulding and Son, Ltd., Newent, as an essential feature of a cattle-truck body, wood construction being preferred to aluminium. For this reason bodies with sliding decks are normally employed for long-distance work, whilst containers with folding decks are retained for short-distance runs. The livestock fleet of the company comprises eight Bedford 7-tonners and an Albion 9-tonner, the majority of containers being supplied by the J. W. Thorne company. Three petrol-engine vehicles will shortly be replaced by oilers.

Long-distance deliveries of livestock are regularly made by the vehicles, and in the interests of animal welfare the beasts are normally transferred to Newent for a night's rest before the main run is undertaken.

A leading livestock carrier in the area, Bowles Transport, Ltd., Ford, Temple Guitting, nr. Cheltenham, observes that good drivers are born and not made, and emphasizes the great importance of the drivers' regard for the welfare of the animals. Mr. A. R. Geden, market foreman of the company, pays tribute to the system of "back-penning" recently introduced by Bruton Knowles and Co., auctioneers, by which the animals are returned to the same pens after the sale. This is a valuable timesaving measure and reduces vehicle delays.

Praise is also given by Mr. Geden to the market police for their ready co-operation, combined with enforcement of the regulations without fear or favour.

Of the 22 vehicles in the Bowles fleet, 10 are regularly employed as cattle trucks, all the containers being of the timber container type, which are greatly preferred to metal bodies. The containers are mounted on Seddon, Bedford and B.M.C. 7-ton chassis, one of the Seddon-based bodies being of the covered-in three-decker type. In this case a passenger chassis is employed which reduces the centre of gravity of a fully laden body by around 1 ft. and affords vehicle-handling stability. Use of the truck is, however, restricted to particular routes to avoid low bridges and will probably be discontinued when replacement becomes due.

Operation of the Bowles fleet is based on an accurate costing system and a detailed rates schedule, quotes for market traffic in a radius of 15-20 miles for any number of animals being

immediately available to the customer. The costing system takes into account every aspect of operation, and its introduction has enabled many sources of uneconomic running to be pin-pointed. Last year the overall cost of running a vehicle averaged 1s. 1d. per mile, which represents a reduction of 4d. per mile compared with the average of the previous year. This is mainly credited to the use of Michelin X tyres, which have nearly doubled the mileage obtained between replacements, the wear saving obtained being particularly evident when vehicles are running unladen on return journeys. Average annual mileage of the cattle trucks is about 35,000 and vehicles are replaced when a total mileage of around 200,000 has been covered. New piston rings, or pistons and liners, are fitted to the engine in the workshops after approximately 100,000 miles have been completed. Virtually all mechanical and bodywork repairs are performed on the premises.

An interesting aspect of the operational economy achieved by this company is that the majority of cattle trucks are based on the drivers' homes, which are conveniently scattered throughout the area. This reduces empty running to a minimum and in a typical case enables animals to be picked up in order of size (sheep and pigs first) without waste mileage.

Commendation for the petrol engine for livestock work comes from Vivian Young, Ltd., The Bourne, Brimscombe, whose fleet of 30 vehicles includes five cattle trucks based on Bedford 7-ton petrol-engined chassis. Petrol engines are preferred for short-distance livestock haulage because the driver can handle the vehicle in traffic without "power surge," which can be detrimental to the animals. A number of Bedfords have operated over 150,000 miles without major attention to the engine at an average of about 10 m.p.g. It is probable that a comparable oil-engined vehicle would return about 15-17 m.p.g.

One of the few light-alloy bodies seen in the market is operated by E. Warner and Son, Ltd., Aston-on-Carrant. This is a Carmichael container and is mounted on a Seddon chassis, the vehicle being one of nine cattle trucks of 7-10-ton capacity operated by the company. The remaining vehicles are equipped with timber bodies.

In the opinion of Mr. E. Warner, the only drawback to an aluminium body is its high first cost, its operational advantages being indisputable. A number of vehicles in the fleet are engaged in pig traffic, around 500 pigs a week being collected in the area for delivery to London. Multiple partitions are, according to Mr. Warner, essential to animal welfare on long journeys. Mr. Warner observes that interworking by farmers running C-licensed vehicles creates extremely keen competition for short-distance market traffic.



A small fixed cattle body on a Morris 3-ton chassis, seen here unloading at the pens.

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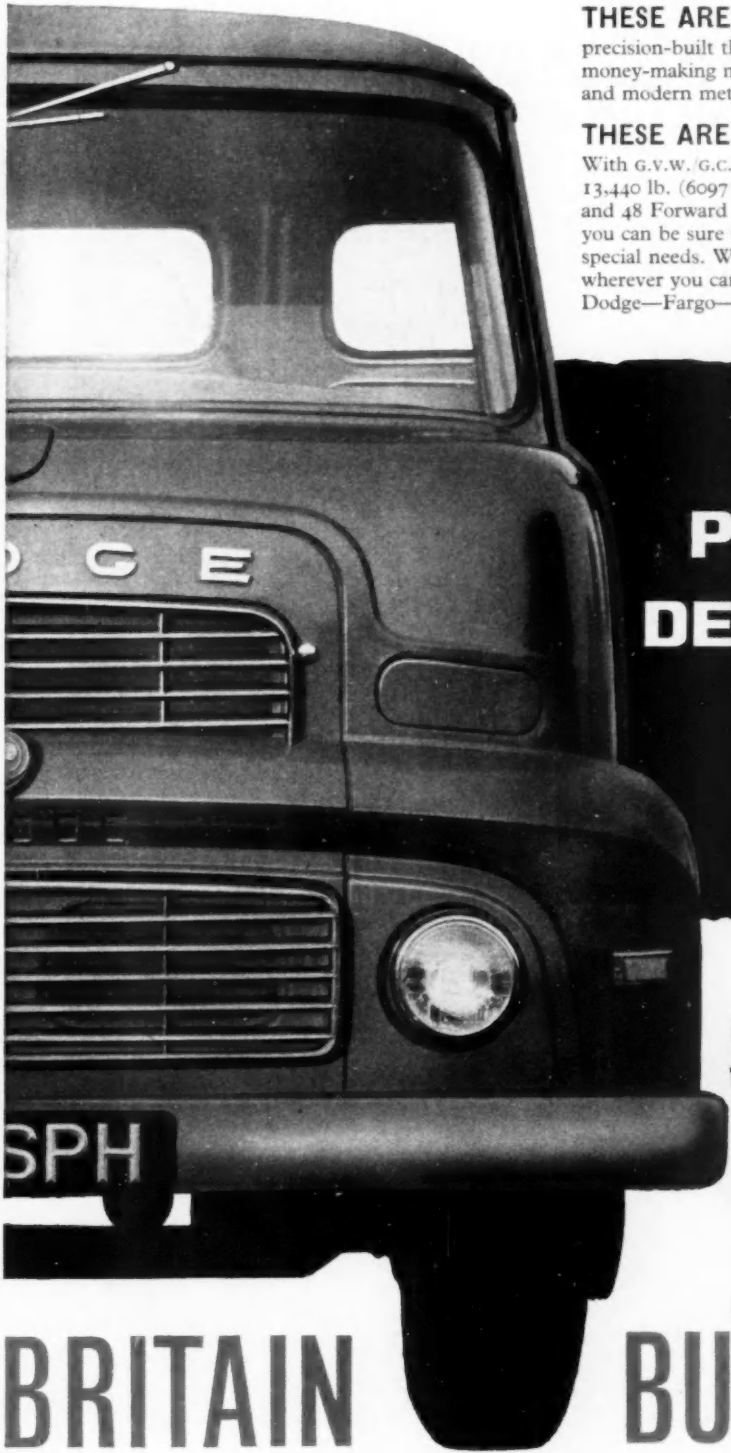
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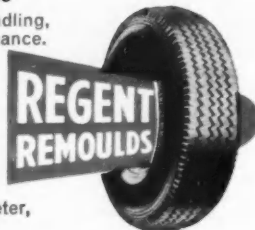
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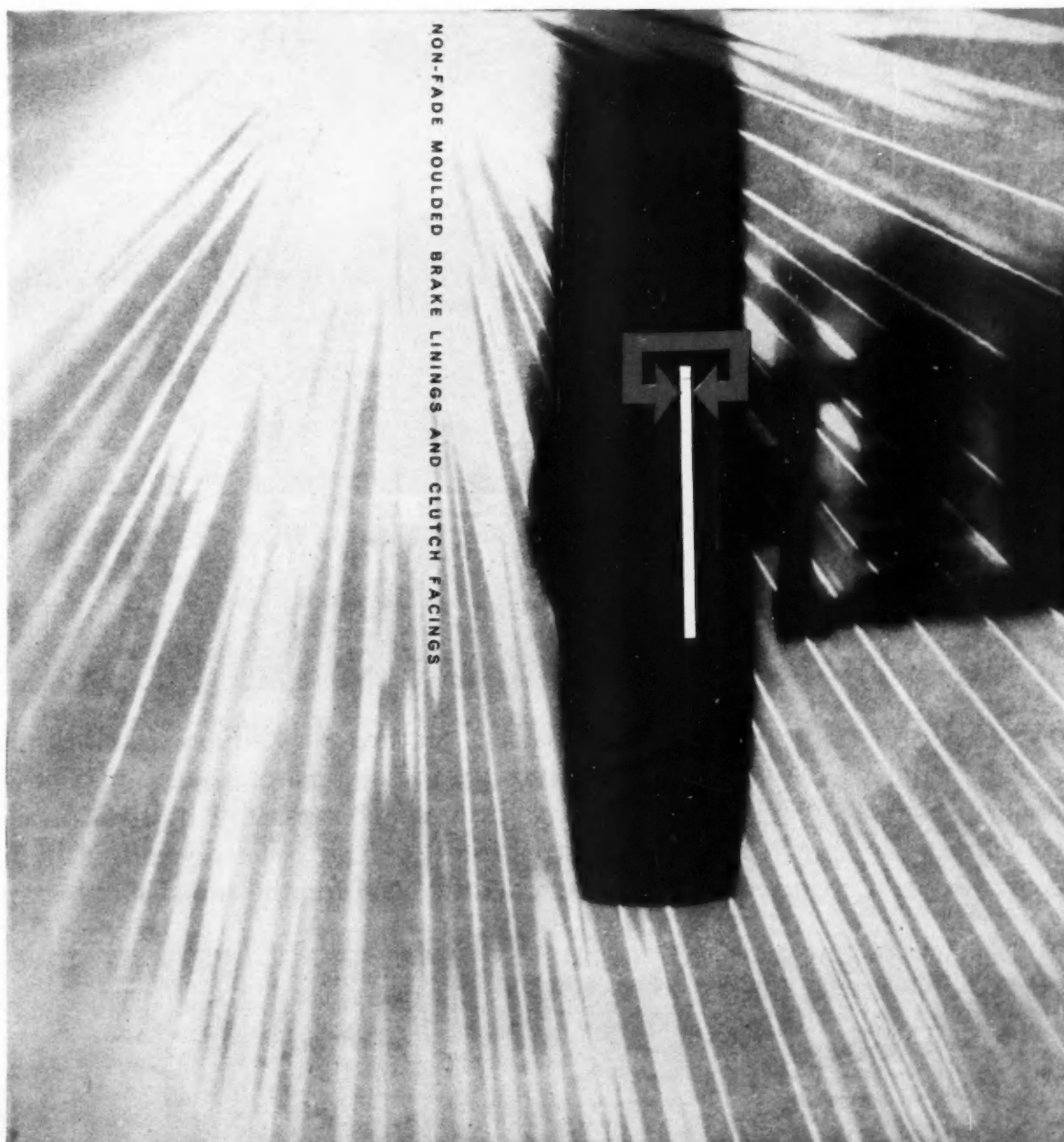
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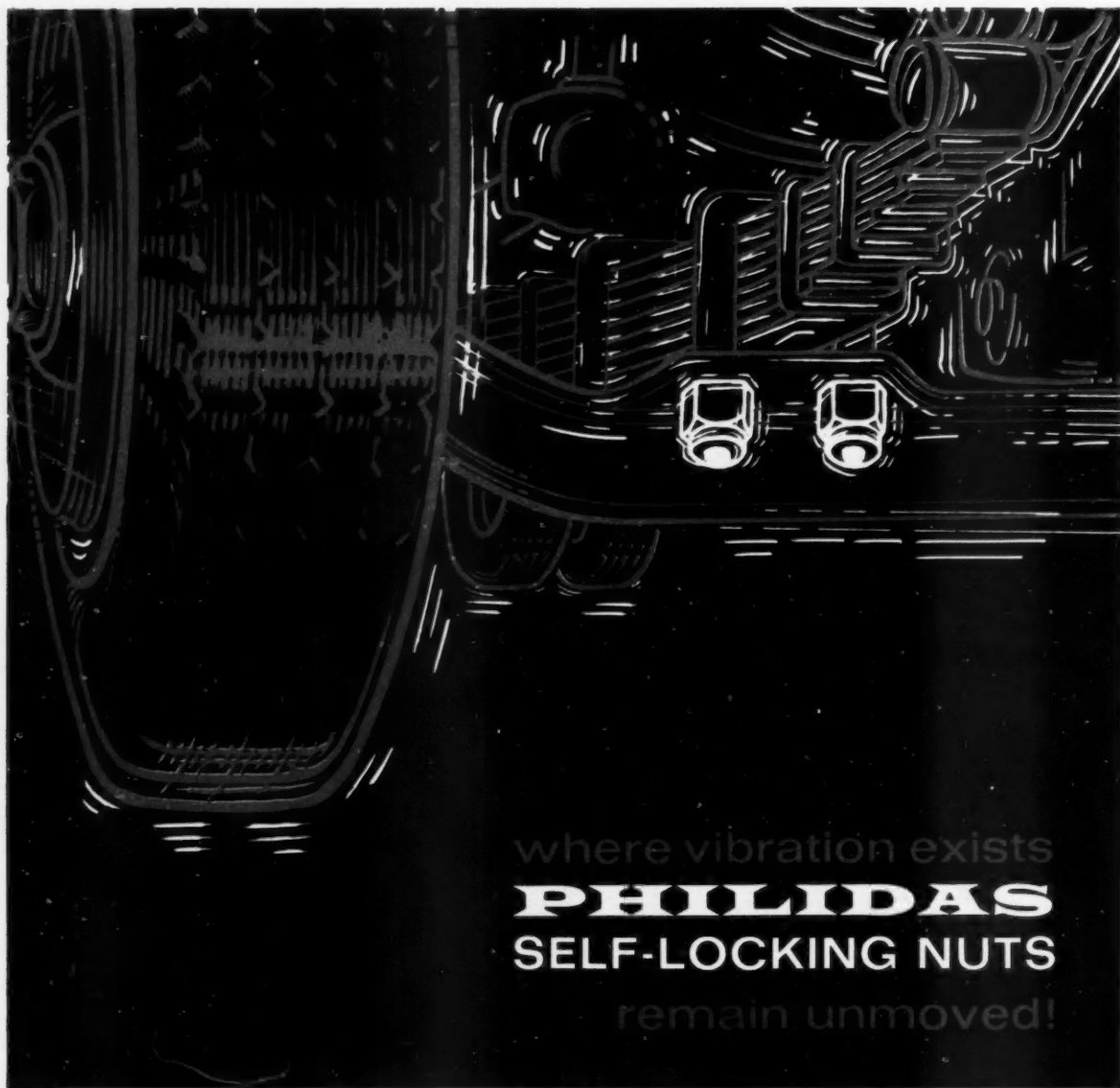


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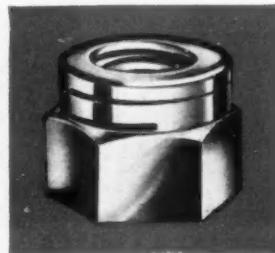
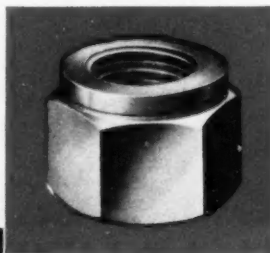
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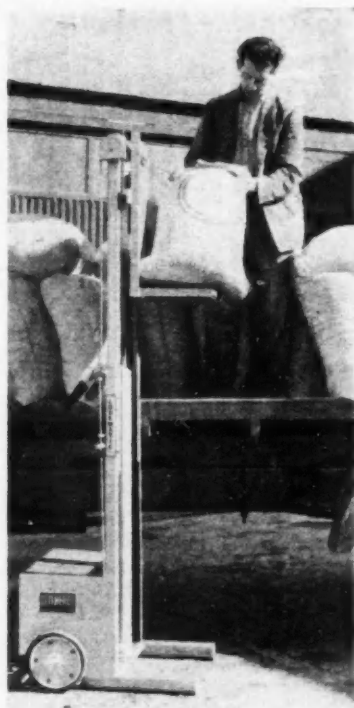
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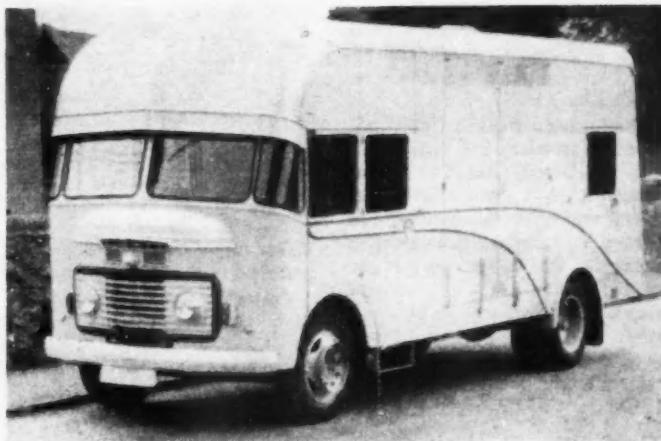
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Some Interest for Hauliers at Royal Show

Few Bulk Grain Vehicles at Cambridge, but Numerous Livestock Carriers



(Above) High-speed repetitive loading of sacked goods is possible with the Lodematic Mark B unit to be seen on Stand D.12. A mains electric motor or an independent 120 c.c. petrol engine are available. (Right) The de luxe 3-horse box to be exhibited by Lambourn Garages and Engineering Works, Ltd. (stand D.25), is mounted on a Commer chassis. All three horses carried face forward. (Below) Murfitt Bulk Transporters, Ltd. (stand C.52), are to exhibit the Barfitt fully automatic bulk discharge body mounted on an Albion Reiver chassis. The vehicle is identical to the one shown here.



PRELIMINARY information on exhibits at the Royal Show, which is to be held at Cambridge from Tuesday to Friday next week, indicates that there will be some which will be of interest to hauliers concerned with agriculture. Only two concerns appear to be intending to show bulk grain and feed vehicles, but there are to be a number of horse, cattle and livestock carriers on view.

An entirely new system of loading and unloading bulk materials will be exhibited by Byron Farm Machinery, Ltd., Blackhorse Lane, London, E.17 (stand C.41). This is known as the Byron Bulkveyor and consists of a system of augers which are fitted at the rear of the body and end with a 20-ft.

boom auger. This allows load discharge up to a height of 26 ft., and as it can be reversed the picking up of goods is possible. Each auger is powered by its own hydraulic motor, driven from the vehicle power take-off.

Four vehicles, fitted with bulk materials handling bodies incorporating pneumatic discharge will be shown by Murfitt Bulk Transporters, Ltd., Ipswich, on stand C.52. Two will be mounted on Albion Reiver chassis (one having a tipping body), one on a Commer and the fourth on an A.E.C. eight-wheeled chassis. Murfitt will also be showing their Pneu-Con unit which is for use with agricultural tractors. An aid to goods handling is to be featured by Lodematic, Ltd., of Clitheroe, Lancs (stand D.12). This is the Mark B hydraulic loader which is intended for the loading of materials in sacks. Power is provided by a mains electric motor or a B.S.A. 120 c.c. o.h.v. engine and, on receiving the load, the platform lifts and halts automatically at any pre-determined height up to 12 ft.

Horse-boxes will be exhibited by Vincents of Reading, Ltd. (stand C.83), G. C. Smith (Coachworks), Loughborough (stand C.85) and Lambourn Garages and Engineering Works, Ltd., Lambourn (stand D.25). Vincents will show their streamlined three-horse box on a Bedford 5-ton long-wheelbase chassis, and a dual-purpose vehicle with stalls for four horses on an Austin 5-ton chassis. The two four-stall horse



boxes to be displayed by G. C. Smith, will be mounted on Bedford and Thames Trader chassis and will incorporate side- and rear-loading doors.

Smiths will also show a livestock container with interior decks mounted on a Thames Trader, and various trailers for cattle, horses and ponies. Lambourn Garages and Engineering Works, Ltd., will be exhibiting versions of their de luxe three-horse box and dual-purpose horse-box/cattle truck mounted on Commer chassis and will also include on their stand various accessories for Land-Rovers.

An interesting exhibit by Carmichael and Sons (Worcester), Ltd. (stand B.27) will be an Albion CH3.AXE chassis fitted with a 17-ft. drop-sided tipping body on which is mounted a Carmichael Champion cattle container. This enables the vehicle to be converted for use as a tipper, as a platform truck or for the transport of livestock. Also to be seen on the same stand will be 18-ft. and 22-ft. cattle containers on Commer 7-ton and Leyland Comet CS3.8R chassis respectively.

Austin 7-ton long-wheelbase chassis will be the basis for two livestock containers to be featured by A. C. Penman, Ltd., Dumfries (stand B.25). One will have a corrugated light alloy body, the other a body of varnished timber.

Taskers of Andover (1932), Ltd. (stand E.28), will again be exhibiting versions of their 4-Seasons trailers, together with a number of smaller trailers and items of farm equipment. Atkinsons Agricultural Appliances, Ltd., are also to display a range of farm equipment, including power take-off guards, a 5-ton bulk lime body, and various spreaders.

A selection of trailers made by The Salop Trailer Co., Ltd., Shrewsbury, will be displayed on their stand, No. G.56. These include a new 3-ton

trailer/spreader in addition to smaller trailers and tipping models.

As usual, The Rover Co., Ltd., Solihull, are one of the few vehicle makers represented at the Royal Show (stands G.41 and F.42). A complete range of Land-Rovers is being shown, together with various items of specialized equipment. Included in the exhibits will be a mobile workshop, a mobile dispensary, a gully emptier and a tipper.

Wheeled and crawler tractors equipped for a variety of uses will naturally be featured on many stands. Amongst exhibitors of them will be Allis-Chalmers (Gt. Britain), Ltd., Stamford (stand E.6), Bray Construction Equipment, Ltd., Feltham, Middx. (stand C.18), David Brown Industries, Ltd., Huddersfield (stand F.40), Caterpillar Tractor Co., Ltd., Glasgow (stand D.29), County Commercial Cars (Sales), Ltd., Fleet, Hants (stand F.39) and Steel Fabricators (Cardiff), Ltd., Cardiff (stand F.22).

A wide range of petrol and diesel engines are to be seen on the stands of engine manufacturers and concessionaires. These include The Birming-

ham Small Arms Co., Ltd., Birmingham (stand C.7); Trojan, Ltd., Croydon (showing Clinton engines on stand H.25); Perkins Engines, Ltd., Peterborough (stand E.26); Petters, Ltd., Staines (stand E.19); and Standard-Triumph Sales, Ltd., Coventry (stand F.10).

Fuel-injection equipment, turbochargers and electrical equipment will be shown by C.A.V. Ltd., Acton (stand G.46), and Automotive Products Co., Ltd. (stand B.23) will exhibit a range of components including Autolube self-lubricating steering joints, the Lockheed-Avery Safeline coupling, clutches, power take-offs, brake assemblies and filters.

Pye Telecommunications, Ltd., Cambridge, will be displaying a range of communications equipment on their stand (K.9) and also in a mobile trailer.

The following concerns are also exhibiting:—
Barfords (of Bolton), Ltd., Bolton, Lincs. (stand E.21); British Road Services (C39).

Castrol, Ltd., Marylebone Road, London, N.W.1. (F11).

Dennis Bros., Ltd., Guildford, Surrey (A35); Ernest Doe and Sons, Ltd., Maldon, Essex.

Esso Petroleum Co., Ltd., Queen Anne's Gate, London, S.W.1. (E2).

Ford Motor Co., Ltd., Tractor Division, Ilford, Essex (E29 and D46); Formica, Ltd., Regent Street, London, W.1. (G21).

International Harvester Co. of Great Britain, Ltd., City Road, London, E.C.1. (D45 and C64).

R. A. Lister and Co., Ltd., Dursley, Glos. (J73); Joseph Lucas, Ltd., Birmingham (G48).

MacKay Industrial Equipment, Ltd., Feltham, Middx. (H65); Massey-Ferguson (United Kingdom), Ltd., Coventry (E32); Merryweather and Sons,

Greenwich High Road, London, S.E.10. (J71); Morris Motors, Ltd., Agricultural Division, Oxford (G39); Motor Tractors (Herts), Ltd., Thorpe Bay, Essex (C14).

Rubery Owen and Co., Ltd., Darlaston, Staffordshire (D33 and C50).

R. J. Patchett, Ltd., Bradford, Yorkshire (H19); Pressed Steel Co., Ltd., Cowley, Oxford (F47).

Rees Oil Co., Ltd., Park Street, London, W.1. (C66); Rice Trailers, Ltd., Cosby, Leicestershire (B33).

Shell-Mex and B.P., Ltd., Strand, London, W.C.2. (E7); Simons Motor Units, Ltd., East Finchley, London, N.2. (F4).

Tye Trailer Co., Hull Road, York (D24).

Vigzol Oil Co., Ltd., Greenwich, London, S.E.10. (C47); Villiers Engineering Co., Ltd., Wolverhampton, Staffordshire (D34).

F. W. Wheatley (Trailers), Ltd., Peterborough, Northants. (G64); Whitlock Bros., Ltd., Great Yeldham, Essex (D43); Winsam Tractor Cabin Co., Leamington Spa, Warwickshire (G33); Wyal

Tractor Co., Wyal, Notts (F32).



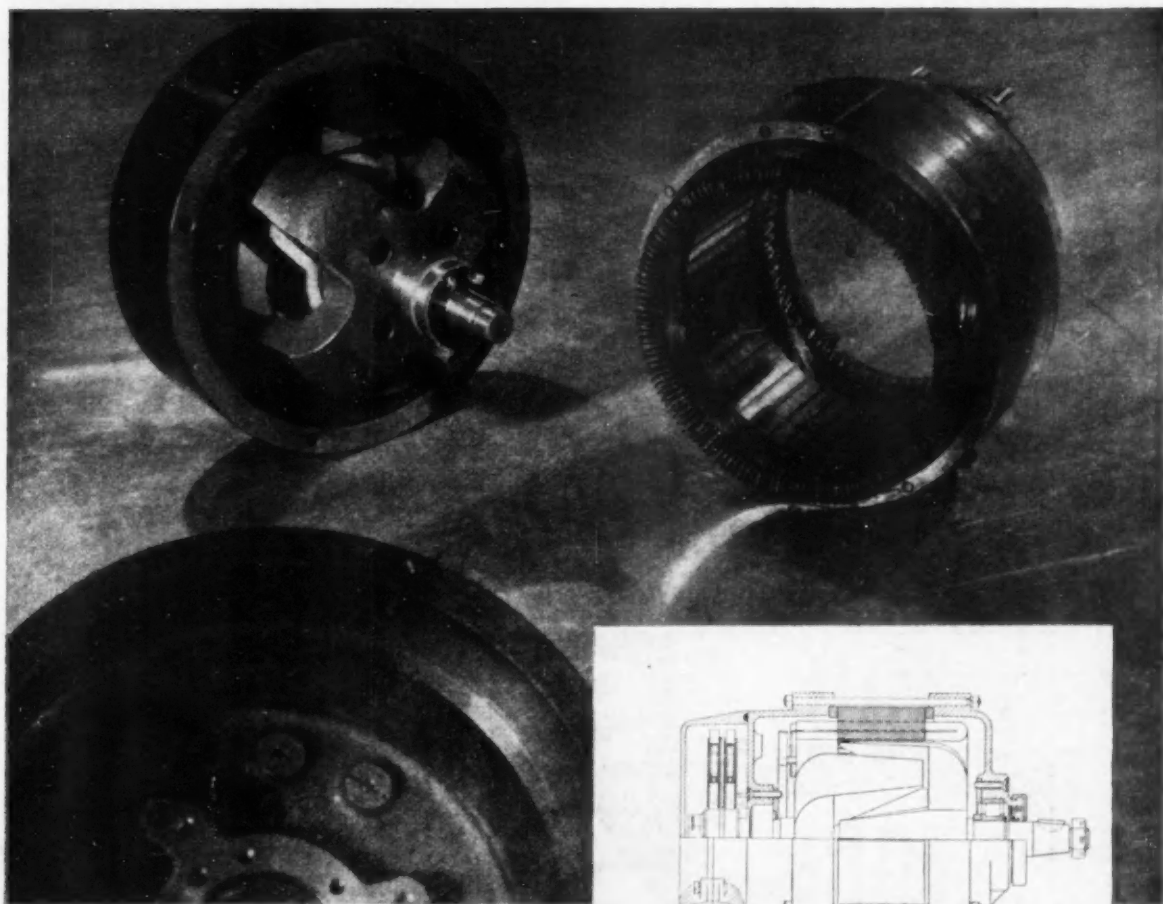
This Leyland Comet C53.8R with a Champion 22-ft. cattle container is being shown by Carmichael and Sons (Worcester), Ltd. (stand B.27). Equipment includes a spring-assisted rear ramp, collapsible ramp gates and removable divisions.



One of the many adaptations to the Land-Rover to be seen on stands G.41 and F.42 is this crop sprayer. Other versions to be shown by the Rover Co., Ltd., are a veterinary dispensary, a mobile workshop and a gully emptier.

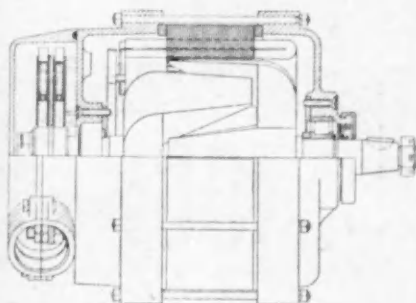
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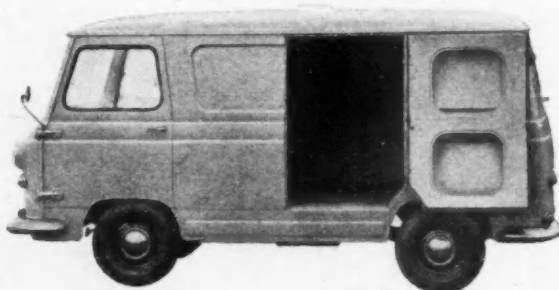
It has a low cut-in speed and a low full-load speed. Conservatively rated at 40 amps, the current regulator is, in fact, set at 45 amps but still greater output is available.



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Hot Competition at Southend

Holiday Crowds Watch Lorry Driver Heat

ORGANIZATION was the secret of success at Southend last Sunday where, in almost tropical conditions, 110 drivers turned out to compete in the area's Lorry Driver of the Year Competition.

Noted for the fact that the organizers always choose a sunny day for the event, last Sunday's rally was the day. Hundreds of holidaymakers attended to watch the vehicles compete whilst picnicking on the lawns surrounding the site.

Apart from a series of small hitches at the very end of the day during the prize presentations, from 11 a.m. until 5.30 p.m. vehicles went through the tests in a steady flow, helped along by the local civil defence radio telephone units, who were helping the organizers for the first time.

Overall Winner

The overall winner and the runner-up came from the light and medium classes. Thirty-year-old driver R. Keech, of Express Dairies, Ltd., driving a small Morris milk float, took the Southend Standard Cup for overall best performance. He had 97 penalty points, and was followed closely by A. Pickess, of Thomas Hedley, Ltd., in a Bedford, with 99 points lost.

For the second year running the team award went to Express Dairies who had altogether eight vehicles in the field.

The other special awards for best scores on certain makes were as follows: Austin, L. Farrant of H. Garon, Ltd. (110 points) and in a Dodge, E. James, driving for Petrofina, Ltd. (213 points). Driver Keech had the best score in a Morris and driver Pickess in a Bedford.

Block entries, I understand, this year caused the organizers some embarrass-

(Below) Overall winner R. Keech was driving a small Morris milk float for Express Dairies.



ment, in that the smaller concerns and individual entrants were almost squeezed out. Next year these block entries are likely to be limited, possibly to five vehicles from each company.

There was very keen competition among the teams entered—mostly from the petrol companies—whose organization was such that service vans were in attendance doling out refreshments all day to their thirsty drivers.

Highway Code Test

The Highway Code test followed the usual pattern—the first "candidates" making a pretty poor show of it, and then later "candidates" answering the questions "parrot-fashion." All in all the standard of driving was excellent, in



(Above) H. Drury of Tower Transport, Ltd., won the Class E1 top award driving this Jensen pantechnicon.

particular by the larger bulk sugar-carrying vehicles and tankers, whose scores were good.

Competitors had nothing but praise for the way in which the show was conducted under the leadership of Mr. E. J. Barber of the R.H.A.

In fact, the only complaint of the day came from a disgruntled driver who wanted more sugar in his tea!

RESULTS

CLASS A—Up to 15 ft.: R. Keech (Express Dairies, Ltd.), Morris, 97; I. F. White (H. Garon, Ltd.), Austin, 147; 2. J. Wilkinson (Schweppen, Ltd.), Commer, 152, 3.

CLASS B—15-19 ft.: B. Baldwin (A. J. Brush, Ltd.), Ford, 123; I. R. Daines (A. J. Brush, Ltd.), Ford, 154; 2. O. Blackburn (S.P.D., Ltd.), Commer, 168, 3.

CLASS C—19-22 ft.: V. Lucas (H. Garon, Ltd.), Albion, 111; I. C. Hammond (British Light Steel Pressings), Commer, 119; 2. C. Skinner (Express Dairies, Ltd.), Bedford, 144, 3.

CLASS D—22-25 ft.: A. Pickess (Thomas Hedley, Ltd.), Bedford, 99; I. R. Shersby (Petrofina, Ltd.), Morris, 107; 2. S. Head (Power Petroleum), Leyland, 112, 3.

CLASS E (1)—Over 25 ft. with 2 axles: H. Drury (Tower Transport, Ltd.), Jensen, 136; I. P. Briggs (Tower Transport, Ltd.), Bedford, 195, 2.

CLASS E (2)—Over 25 ft. with more than 2 axles: G. Grinstead (Shell-Mex and B.P., Ltd.), Leyland, 126; I. T. Kenbury (Shell-Mex and B.P., Ltd.), Leyland, 137; 2. J. Attridge (Patens Transport, Ltd.), Albion, 137; 2. (tie for second place).

CLASS F (1)—Semi-trailer under 22 ft.: R. Wilton (Shell-Mex and B.P., Ltd.), Bedford, 137; I. A. Bartrop (Express Dairies, Ltd.), Bedford, 180; 2. L. Gragby (Tate and Lyle, Ltd.), Bedford, 194, 3.

CLASS F (2)—Semi-trailer 22-27 ft., tractor unit under 3 tons: E. Walford (Tate and Lyle, Ltd.), Bedford, 117; I. J. S. Adams (T. Wall and Sons), Morris, 244, 2.

CLASS G—Semi-trailer up to 27 ft., overall, tractor unit 3 tons or over: K. Nicholls (Shell-Mex and B.P., Ltd.), Scammell, 137; I. C. Marsh (British Light Steel Pressings), Commer, 144; 2. C. Fuller (Shell-Mex and B.P., Ltd.), Leyland, 173, 3.

CLASS H—Any type semi-trailer over 27 ft., tractor unit any unladen weight: L. Bridge (Tate and Lyle, Ltd.), Foden, 137; I. J. Looker (W. and P. Clear, Ltd.), Dodge, 173, 2.

CLASS S—Standard Army load-carrying vehicles: Sgt. S. Godderham (161 Inf. W/S R.E.M.E./T.A.), Bedford, 113; I. Cpl. E. Dale (161 Inf. W/S R.E.M.E./T.A.), Bedford, 139; 2. Sgt. D. Barcham (161 Inf. W/S R.E.M.E./T.A.), Ford, 155, 3.

BEST OVERALL PERFORMANCE: R. Keech.
TEAM: Express Dairies, Ltd. N.H.T.
B29



Class H winner L. Bridge (Tate and Lyle, Ltd.) in his Foden

Giving the Farmer What He Wants

By C. S. Dunbar, M.Inst.T.

A 16-ton capacity articulated bulk vehicle outside the headquarters of Worcestershire Farmers.



WORCESTERSHIRE FARMERS, LTD., exists primarily to supply its members with all their business needs as cheaply and conveniently as possible. The company aptly describes its organization as "the farmer in business." In 10 years its membership has grown from 768 to 3,025, and its annual turnover is about £3m. It is particularly solicitous to help the farmer or small-holder who has to buy in small quantities, and the latest additions to the fleet are indicative of this.

For some years the company has had retail shops at Worcester, Tenbury Wells and Upton-on-Severn where all sorts of farm requisites can be bought. Now it is going to try the experiment of taking the shop to the farmer. Two Karrier Bantams have been bought, each fitted with a Smith mobile-shop body built to the special requirements of the company. Customers enter at the nearside rear of the vehicle and find a great variety of goods displayed in 55 trays or wire baskets of uniform size, which are stacked in racks on each side of a central alley. The racking is designed so that varying space can be allowed vertically between the trays or baskets. There is a separate display case for veterinary medicines.

The shop side, however, is a very small part of the company's activities. Its biggest job is the purchase of grain, produce, eggs, fruit and vegetables from members and the supply of fertilizers and feeding stuffs to them. The business is organized into three sections. The agricultural

department deals with the purchase and sale of feeding stuffs, fertilizers and fuel and the running of shops. The other two sections are the fruit, vegetable and eggs department and the machinery department.

County Mills, Worcester, overlooking the bus station and close to the quay, is the headquarters of the organization; here grain is taken in and processed to produce a great variety of feeds. Over 750 tons a week are put through. The bulk raw material can be taken in through a trap-door in the roadway at one side of the building, or in sacks at three other points.

A good proportion of the inward material is fetched from Avonmouth or Sharpness, and for the daily runs to these places the transport department usually uses an eight-wheeled Foden with a 6-ton trailer and a Leyland Beaver with a Bonalack-bodied semi-trailer, incorporating a built-in hopper with rotary seal.

Avonmouth is about as far as the company's vehicles actually go, as Worcestershire Farmers' policy is to use hauliers wherever possible for distances in excess of 50 miles. This is a sound arrangement which has distinct advantages both for the company and for the hauliers. One contractor, for example, who regularly carries loads back from King's Lynn for Worcestershire Farmers has been able to obtain regular work outwards to that neighbourhood. By this means the traffic is carried at a lower rate than the company could handle it on its own vehicles, remembering that these would almost certainly have to travel empty outwards from Worcester, as they are on a C licence.

In the delivery of fertilizers and feeding-stuffs, the company's own vehicles are used for the most part except in the peak periods. For these vehicles, the policy is increasingly towards articulation. Direct deliveries are not normally made from County Mills unless the order is very large. The usual arrangement is to stock up depots at Perdiswell (in the suburbs of Worcester), Kidderminster, Tenbury Wells and Defford, near Pershore. Defford in turn supplies depots at

(Continued on page 781)



A Leyland Super Comet articulated outfit by the loading deck at County Mills.

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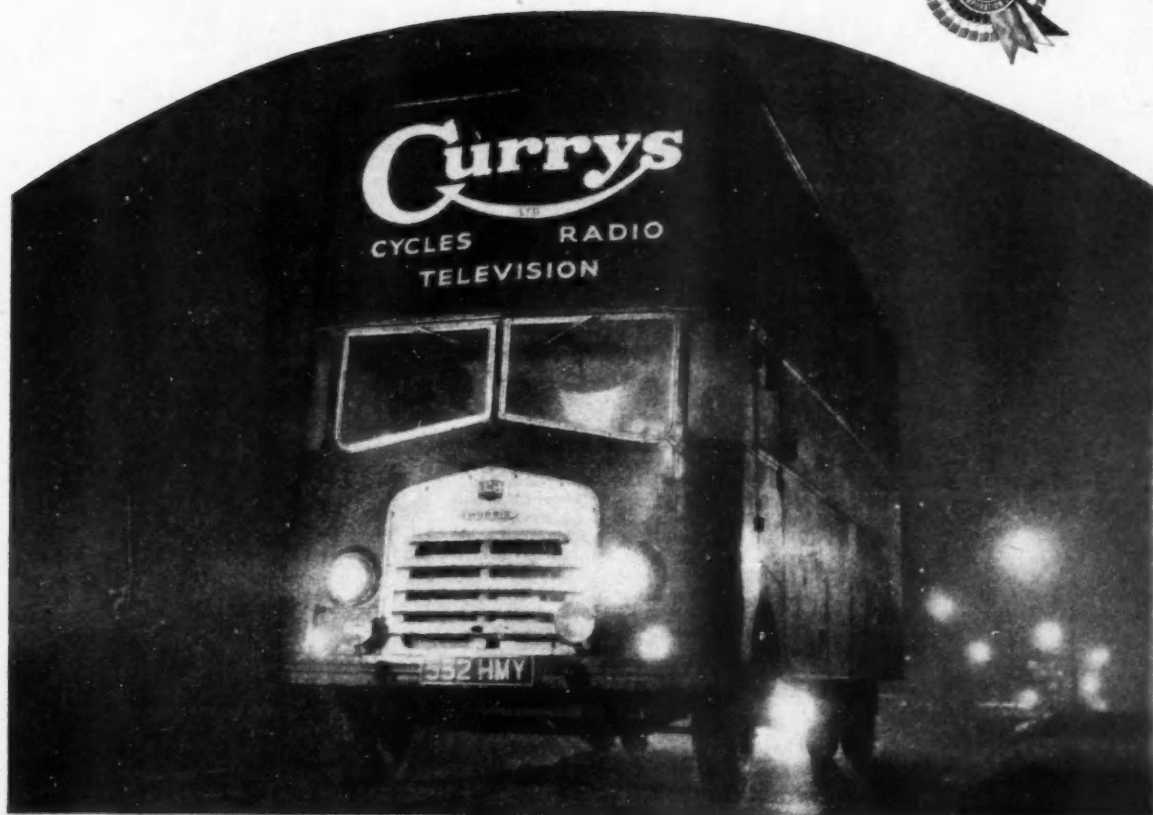
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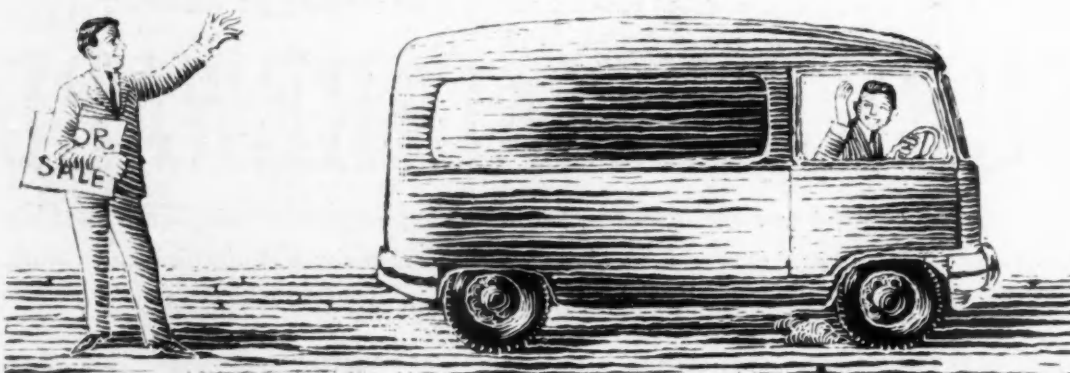


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For this sort of work, the three Leyland Super Comet artics. are just the thing. The platform bodies on the semi-trailers hold eight pallets and on each pallet 41 sacks, each weighing $\frac{1}{2}$ -cwt., are loaded. At County Mills loaded sacks, which have been mechanically filled and weighed, reach the deck by chutes and gravity containers which bring them close to the vehicles for manual loading onto the pallets. At the depots fork-lift trucks are used for unloading and stacking. For final delivery to farms and also for collection from farms, four-wheeled vehicles are employed, usually of six- or seven-ton capacity fitted with sackloaders, but also including some three- and four-tonners.

An important part of the company's service to members is the supplying of over a million gallons of fuel oil a year. For this, three tankers are employed and another of 1,800 gallons is on order. Farmers can also buy their machinery through the company. A low-loader semi-trailer is available to haul such equipment from the machinery department's depot which is next door to the transport repair shops at Henwick, just over a mile from County Mills.

At the opposite end of the scale to the artics., and the Foden and trailer already mentioned are seven 7- and 10-cwt. vans, so that in fitting the vehicle to the job Worcestershire Farmers cover a wide range. The main fleet, which



is controlled by Mr. P. A. Shaddock, transport manager, numbers 49 prime movers, plus one four-wheeled and eight semi-trailers, a Land-Rover and 30 cars. All repair work on these (except the maintenance of fuel pumps) is done at Henwick, and this depot also maintains the separate fleet of 17 Austin and Ford 2/3 tonners which are run by the produce section. The repair staff consists of a foreman, five mechanics and two youths.

Of the 17 produce vehicles, 10 are on egg collection and delivery and the rest on fruit and vegetables. Some of these have B licences, as they handle fruit which the company sells on commission for its members at the Worcester and Evesham markets. There is also a daily collection of imported fruit from Birmingham market.

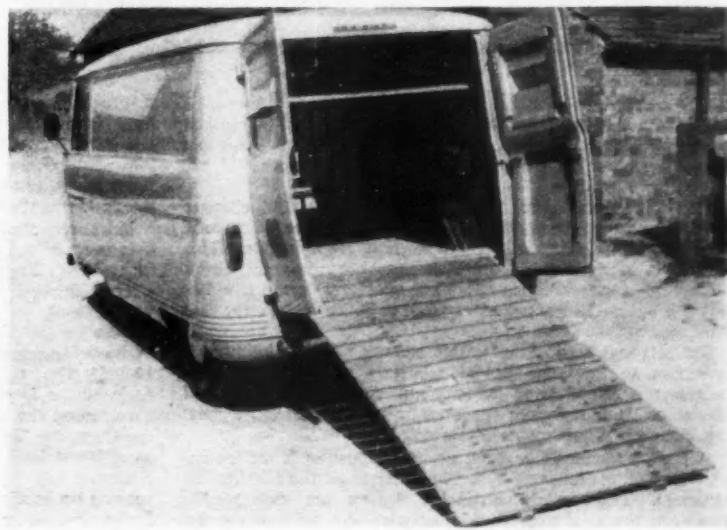
Commer Van as Livestock Carrier

A NOTABLE example of a small standard van being successfully converted to the carriage of livestock is provided by a Commer 15-cwt. forward-control diesel-engined van, operated by T. H. Slater and Son, Hazel Grove Farm, Wall Hill, Corley, near Coventry. The necessity to wash down the interior of a livestock vehicle at regular intervals can create particular difficulties when use is made of a converted body.

This problem has been overcome in the case of the Slater vehicle by fitting a fully water-proofed steel bulkhead behind the driving compartment; a high-pressure hose can now be vigorously employed without causing damage to the seats, instruments and so on. The floor of the van slopes towards the front and the fluid drains through outlets behind the bulkhead.

Slatted timber duckboards are employed to line the steel floor (which is treated inside as well as outside with an anti-corrosive preparation) to afford good footing for the animals. A timber ramp is hinged in the centre to facilitate stowage in the vertical position.

Two wood partitions of the slatted type with steel reinforcing members can be



The much-modified Commer $\frac{1}{2}$ -ton van with the hinged timber ramp in the loading position.

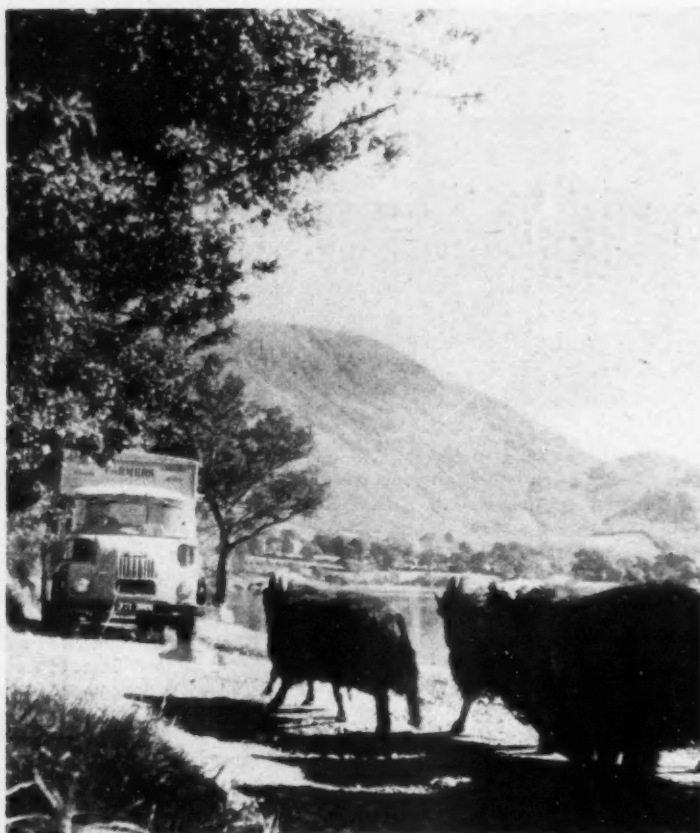
pegged to the floor and to side rails in a number of positions to divide the load space into three sections.

Tyres are of increased section to provide a good ride for the livestock: 6.70-15 in. covers replace the standard 6.00/6.40-15-in. equipment.

Other original features of the vehicle include two hinged vents in the roof, louver-type vent panels in the rear doors

(fitted in place of the windows) and a number of driving-aid refinements. Conversion of the van was undertaken by Lewis Scott and Co., 182 Broad Street, Coventry.

The vehicle will be mainly employed for local market deliveries and for transporting farm materials, the floorboards and ramp being easily removable for the latter work.



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Planning for Profit

Exacting but Expanding

Agricultural Haulage is a Specialist's Job but Traffic is Growing in this Cost-conscious Industry: Detailed Costings are Given for a 7-tonner and 14-ton-gross Milk Tanker

AGRICULTURAL net output continues to increase—and with it the demand for transport services. Although last year output reached a new high level, it is up again this year. Based on the pre-war index of 100, the forecast of net output for 1960-61 is 172.

During post-war years there have been substantial changes and improvements in the marketing and distribution of farming products, with repercussions on haulage requirements. This evolution in agricultural methods has been brought about largely as a result of co-operative effort by farmers, either through national associations or local societies formed for that purpose.

But although agriculture is this country's largest industry it continues to be made up of relatively small units. Road transport is also a large industry and of similar independent structure. It is therefore functionally well organized to meet the transport requirements of agriculture.

A further similarity between the two industries is the incompleteness of overall statistics, stemming from their individual structure. Thus, while certifiable figures are not readily available, the total tonnage which agriculture requires moving annually is estimated to exceed 50m. tons. And because of the scattered location of farms, practically the whole of this large tonnage must first be loaded on to road vehicles. In many cases it is more economic to complete the journey by road. As a result, hauliers are in an advantageous position when tendering for farmer's traffic, compared with other forms of transport.

But the agricultural haulier must be as much—if not more—an expert in the goods he carries as in any other range of traffic. On pages 760-763 of this issue the extent to which he must be completely conversant with his customers' work is featured in an account of the service provided by a Devon haulier.

Because the sources of agricultural production are inherently

scattered, it can easily be overlooked that farming requires, in total, greater tonnages to be moved than possibly any other one industry. Additionally, the segregation of this total tonnage into such groups as grain, livestock, milk, horticulture and poultry further tends to belie the overall amount of traffic that the agricultural industry requires to be moved.

Moreover, output—and the corresponding need for transport—in most of the groups is increasing. Total sales of milk off farms now exceed 2,300m. gal. annually, whilst there has been a small increase in the number of animals slaughtered in the year 1960-61.

Over the past five years there has been a substantial increase in barley production. In 1954-55 it was 2½m. tons, and in 1960-61 4½m. tons. As a result, it is becoming increasingly necessary to improve the marketing of barley so as to avoid overloading the market at harvest time. For the 1961 crop, therefore, the Government propose to provide growers with an incentive to hold their barley until later in the season. If such a scheme achieves its objective, the results would have a direct bearing on hauliers' profitability because, until now, they have had to endure excessive waiting time when moving harvested grain.

HERE are some further examples of striking increases in agricultural production. The pre-war annual wheat crop was 1.6m. tons. The forecast for 1960-61 is 3m. tons. Similarly, the potato crop has increased from 4.8m. tons to 7m. tons, and sugar beet from 2.7m. tons to 7.1m. tons, whilst eggs are up from 385,000 tons to 722,000 tons.

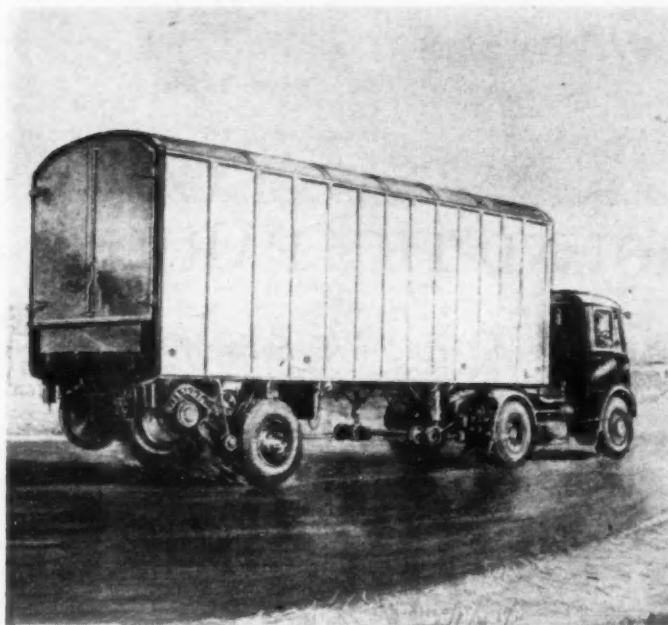
Alongside this continuing increase in overall production there has been a growing interest in the handling of many of these products in bulk. During this stage of evolution it is especially important that hauliers engaged in moving such products should

(Continued on page 783)

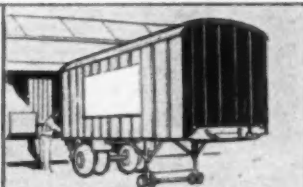


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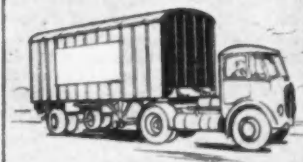
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keep abreast of developments so as to be able to make a balanced assessment both of the customer's preparedness to pay for specialized bulk transport services and the rate of this trend towards collection and delivery from the farm in bulk.

In the meantime, however, large tonnages of grain, fertilizers and other traffics will be carried in the ubiquitous sack, which still retains many advantages, particularly as regards flexibility relative to size of load.

Sales of grains are made per quarter and the capacity of sacks is related to the corresponding quarter measure of each particular grain. It is therefore essential that hauliers engaged in agricultural traffics should be familiar with these quantities.

One quarter of wheat weighs 4½ cwt. or 36 stone, and is normally carried in two sacks of 252 lb. each. Similarly, a quarter of barley or rye weighs 4 cwt. (32 stone) and is carried in two sacks of 224 lb. each. Oats weigh 3 cwt. per quarter, or 168 lb. per sack.

For the livestock haulier, load capacities cannot be so specific because of the obvious variation in the size of individual animals. Nevertheless, as a rule-of-thumb measure, 70-80 sheep, 120 lambs or 8-10 cattle will be comparative average loadings on a vehicle with a 20-ft. platform length.

LIVESTOCK is moved from farms mainly to local markets or special breeding sales. In the first case distances will probably be around 30 miles, but deliveries to special sales might involve much greater mileages. Both the haulier and the driver must be familiar not only with the animals carried, but with the particular loading characteristics of every farm and market which they serve.

In contrast to the spasmodic nature of much of the haulage required by agriculture, milk collection from the farm and subsequent delivery to its first destination are continuous processes every day of the year. As with other perishable food-stuffs, the utmost reliability of service is vital. This, in turn, necessitates high standards of vehicle maintenance, reliable driving staff and a control system capable of working to exacting standards.

There is an increasing collection of milk in bulk from farms and, though this development may not be proceeding as rapidly as might have been expected, some hauliers may be contemplating entry into this field of operation. Because of this, an indication is now given of the cost of operating either a standard 7-ton diesel, fitted with platform body, compared with the corresponding cost of operating a tanker of similar size. But because of the wide variation in individual users' specification as to the type of tanker body, any such comparison must be to some extent arbitrary.

Because of the high initial outlay involved in the purchase of a tanker, it is imperative that maximum utilization is achieved by careful routing of the vehicle. Also, in contrast to conveyance of milk in churns, the driver of a milk tanker has a greater responsibility for the load carried and should have had an adequate training in this specialized field.

As with other types of agricultural haulage, practical considerations may override the economic ideal as regards the size of vehicle selected for the job. In this instance a four-wheeled rigid chassis is employed as a basis for the tanker with a genuine 14-ton-gross capacity, to avoid the possibility of overloading. When fitted with a tank body the capacity of the several compartments would be around 1,750 gal.

An additional point to be borne in mind when considering entry into bulk haulage of a perishable traffic is the availability of spare tank vehicles to guarantee the continuity of service which is vital to this kind of traffic. When milk is carried in churns the spare platform vehicles available for general haulage would suffice. But if standardization on collection of milk in bulk were requested by the customer, consideration would have to be given to the provision of a spare tank vehicle in the event of breakdown. The inclusion of the cost of such provision would also have to be allowed for when preparing a tender.

Dealing first with the operating cost of the 7-ton diesel, fitted with platform body, it will be assumed that the overall cost is £1,600. With an unladen weight of 3 tons 4 cwt. the revised annual licence duty would be £46 10s., resulting in a standing cost each week of 19s. 5d. This is based on a 50-week year to allow for two weeks when the vehicle may be off the road either for major overhaul or driver's holiday.

When compiling operation costs which are intended to be used as a general average, the cost of wages is based on a standard 44-hour week. In this particular instance, as a specific type of work is under consideration an exception will be made and the wages paid to drivers will accordingly be based on a 60-hour week. Assuming the vehicle is based in a Grade 1 area as defined in the Road Haulage Wages Council Regulations R.H.(70), the amount allowed for wages will be £14 18s. a week. This amount includes allowances for contributions to the new Graduated Pension and National Insurance, and to employers' voluntary liability insurance.

Rent and rates in respect of garaging the vehicle are nominally assessed at the equivalent of 12s. 11d. a week. Allowing for the recent increase in commercial vehicle insurance premiums, the cost of comprehensive cover for an A-licence operator is reckoned at £127 a year, or £2 10s. 11d. a week. Interest charged at a rate of 5 per cent. on the initial outlay of £1,600 adds £1 12s., giving a total for the five items of standing costs of £20 13s. 3d. a week. With an average weekly mileage of 800, the equivalent cost per mile would be 6.20d.

It will be assumed that fuel oil is purchased in bulk at 3s. 10½d. per gal. When an average rate of consumption of 15 m.p.g. is maintained the fuel cost per mile would then be 3.12d. Lubricants are reckoned to add 0.25d. and tyres 1.49d. per mile. This latter calculation is based on a cost per set of £186 and an estimated life of 30,000 miles. The cost of maintenance is assessed at 2.46d. per mile.

In order to determine the cost of depreciation it is first necessary to deduct the equivalent cost of the initial set of tyres from the price of the vehicle. A further deduction is then made in respect of the estimated residual value when the vehicle is finally disposed of. Allowing 10 per cent. of the initial cost for this value, and with an estimated vehicle mileage life of 150,000, the depreciation cost per mile would be 2.00d.

The total for the five items of running costs is therefore 9.32d. per mile or £31 1s. 4d. a week, still assuming a weekly average of 800 miles. With the addition of these amounts to the standing costs, the total operating costs would be 15.52d. per mile, or £51 14s. 7d. a week.

As stated earlier, there can be wide variations in tanker specifications and, correspondingly, in the total overall cost of such a vehicle. Assuming, in this instance, that the tank body is fitted to a quality-produced chassis of 14-ton-gross capacity, this vehicle will be reckoned to cost £5,000.

THE unladen weight will also be higher, say 6 tons, with a resulting annual licence duty of £108, or £2 3s. a week. Wages remain the same, namely, £14 18s., as do rent and rates at 12s. 11d. a week. Because of the greater initial outlay, however, the cost of insurance is a little higher at £2 16s. a week. Interest charges are considerably greater and are now the equivalent of £5 a week. This results in a total standing cost of £25 9s. 11d. a week, or 7.65d. per mile.

Fuel cost per mile is reckoned fractionally higher at 3.60d., with lubricants adding 0.26d. With a set of tyres now costing £212, the resulting tyre costs per mile becomes 1.70d. An arbitrary addition of 25 per cent. is made to the maintenance cost because of the specialized body, so that this cost is now increased to 3.00d. per mile. Adopting the same procedure as before, but with a reduction to 5 per cent. for the residual value on account of the specialized body and a vehicle mileage life of 300,000, the depreciation cost per mile for this tanker is estimated at 3.63d. This gives a total running cost of 12.19d. per mile, or £40 12s. 8d. a week. The corresponding operation costs are 19.84d. per mile, or £66 2s. 7d. a week.

Comparing the total operating cost of the 7-ton diesel, fitted with platform body (15.52d. per mile), and the tanker of comparable size (19.84d. per mile), when both are averaging 800 miles per week, it will be seen that there is an increase of 27.83 per cent. when the tanker is operated. It must be appreciated, however, that a more expensive type of chassis is employed which accounts for some of the wide difference in the cost of each vehicle. Nevertheless, it would be unrealistic to make the comparison between this particular tanker and a platform vehicle based on a similar high-quality chassis because this would not normally be employed in and around farms.

Power Steering Control Valve

IMPROVEMENTS in valves controlling the pressure fluid in a powered steering system form the subject of patent No. 865,759. (R. Bishop, R. Johnson and G. Whitlock, 28 Marlborough Road, Luton.)

The valve is shown in section in the drawing. A sliding member (1) has a narrow close-fitting land (2) in the middle. This co-operates with an inlet port (3) and two outlets (4 and 5) which lead to each end of the servo-cylinder. An exhaust port (6) leads back to the pump.

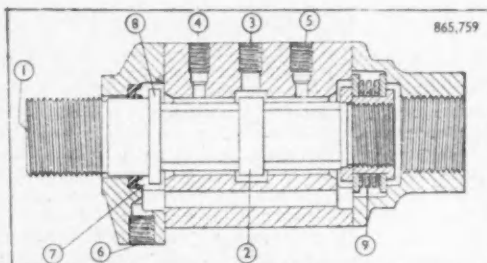
In the central position shown, the incoming fluid divides into two streams

which pass through end chambers (7) and out of the exhaust port.

If the spool is moved to the right, it stops the right-hand flow and directs all the fluid pressure to the left, the exhaust port being cut off by a face-valve (8).

On the return stroke the face-valve opens to give a very rapid change of pressure.

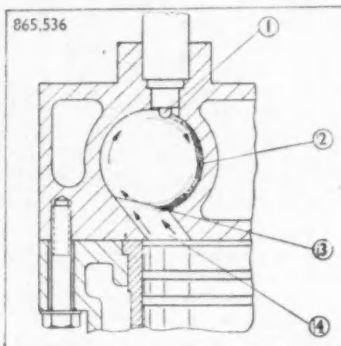
Movement of the spool to the left directs fluid to the right-hand outlet, and the spring (9) ensures that the spool is normally retained in a central position.



DIESEL ENGINE COMBUSTION SYSTEM

PATENT No. 865,536 refers to oil-engine pre-combustion chambers in which the fuel charge, instead of being atomized by a fine jet, is spread in a thin film over the wall of the chamber. According to the specification, while this scheme is satisfactory under load, it can make starting difficult, and the subject of the patent is a modification that avoids this defect. (J. Effenberger, 55 Mainzerstrasse, Bingen, Germany.)

The chamber shown in the drawing is substantially spherical and is provided

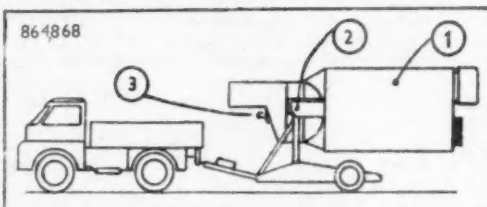


with a nozzle (1) to introduce the charge. The fuel flows in a thin film (2) over a narrow band of the spherical surface.

Essence of the scheme is the provision of a sharp edge (3) to the air entry duct (4). When the fuel film reaches this edge it is detached in the form of a fine spray that ignites easily. Another scheme shows the edge located at a different part of the chamber.

BALANCING PROPELLER SHAFTS

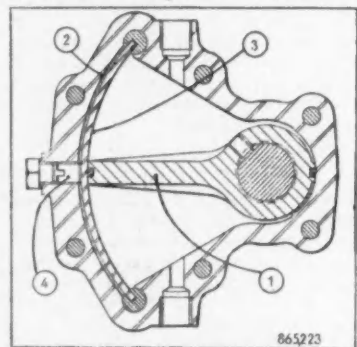
A PROPELLER shaft which is unbalanced can be corrected by adding mass locally, but if this is done by welding there is a risk of distortion. Patent No. 863,478 covers the use of metal spraying for this purpose as the spray carries little heat. The patent comes from Gelenkwellenbau G.m.b.H., Westendhof 7, Essen, Germany.



HYDRAULIC ACTUATOR IMPROVEMENTS

PATENT No. 865,223 refers to hydraulic actuators of the type in which a vane moves through a sector-shaped chamber. The efficiency of such devices depends entirely on the accuracy of the fit of the vane, and to improve this is the object of the scheme disclosed. (Girling, Ltd., Kings Road, Tyseley, Birmingham, 11.)

In the drawing, a section of a typical chamber containing the moving vane (1)



is shown. Instead of machining the inner curved surface (2) accurately, which is an expensive operation, it is proposed to leave it as cast. To form a seal, a curved plate (3) is inserted and held in position by two end rods. The curved plate is said to be easily manufactured to the required degree of accuracy.

The closeness of fit is controlled by an adjustment consisting of a screw (4) pressing on the outside of the liner.

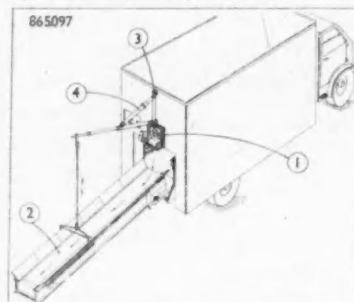
CONVEYOR FITTED BODY

A BODY designed for the rapid loading and discharge of heavy solid materials such as coke is shown in patent No. 865,097. The body may also be of use on a building site to shift or elevate material. (Concrete Carrying Co., Ltd., Pilling Street, Rochdale Road, Manchester, 4.)

The body is constructed in the form of a hopper and at the bottom it is provided

with a belt conveyor (1) for discharging the load at the rear.

In addition to the internal conveyor, an external one is carried on the outrigger (2). Normally housed under the



body, it can be drawn out into the operative position illustrated. It is supported by a jib which can swing sideways on pivots (3). The jib can also be raised or lowered by a hydraulic cylinder (4). The power for driving the conveyor is also transmitted hydraulically.

A consecutive patent numbered 865,098 deals with other aspects of the scheme.

PORTABLE CEMENT SILO

A STORAGE vessel for cement that can also be used for transporting it forms the subject of patent No. 864,868. Though described particularly for cement, the patent covers the use of the scheme for any powdered material. (Road Machines (Drayton), Ltd., Horton Parade, West Drayton, Middlesex.)

The drawing shows the container (1) in the transport position in which it functions as a trailer. The cylindrical body is arranged to pivot about the point (2).

Upon arrival at the site, the container is raised to a vertical position and the contents discharged by gravity from an opening (3). Compressed air may be blown into the interior to expedite the outflow.

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15-CWT.	COMMER (November) 1959 Normal Control Superpoise Van; Yellow & Black; Excellent Condition; One Owner and carefully used; 15,000 miles only. Seen London	£425
7-TON	BEDFORD 1959 Fixed Sided All Steel Tipper; Well Shod; Bedford diesel. Seen Birmingham	£760
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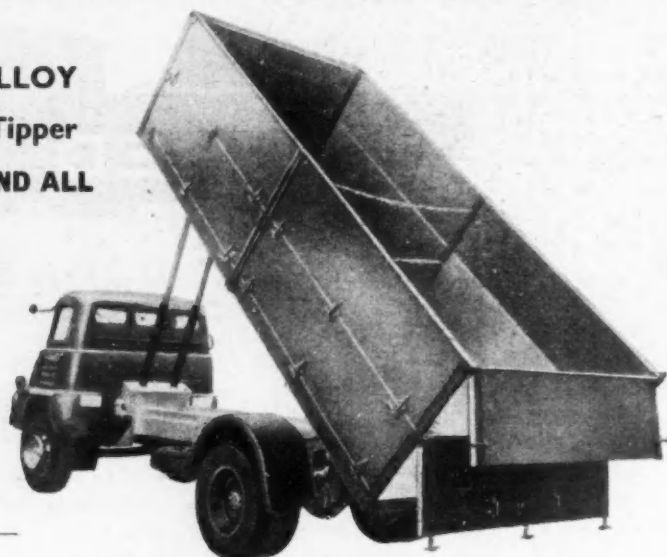
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Used Goods Vehicles (contd.)

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- 1957 BEDFORD 7-ton long-wheelbase drop-side truck, one C-licence owner, very clean, £260.
- 1955 BEDFORD 3-ton long-wheelbase drop-side tipper, twin ram gear, reconditioned engine just fitted, wooden body, one owner, £340.
- 1954 BEDFORD diesel 5-ton long-wheelbase drop-side truck, one C-licence owner, £255.
- 1954 BEDFORD Scammell 10-ton unit and 21-ft. trailer, £225.
- 1954 BEDFORD 5-ton diesel truck, Balco extension, 17-ft. body, £175.
- 28 BOW RD. London, E.3, Advance 5242-3, (30 yd. from Bow Rd. Tube Station.) 915-235

AERODROME AUTOS.

- 1953 5-ton BEDFORD short-wheelbase tipper, diesel engine, £295.
- 1956 5-ton BEDFORD truck, one owner, £325.
- 258 WATFORD WAY, Hendon, N.W.4. Sunnyhill 915-456

1950 BEDFORD B.T.C. articulated platform vehicle, Perkins P6 engine, good condition, £295.
Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddeston 4567. 915-121

BEDFORD long-wheelbase drop-sided 6-ton, 1950, 1955, £100-£150, offers, must be sold. Cannon Garage, Tipton 2146. 915-34

TWO BEDFORD R-type chassis and cabs, with Bode upgrading attachments.
JOSEPH ELLIS AND SONS, LTD., 30 Coventry Rd., Hinkley 3791. 915-175

BEDFORD CA vans, conversions and trucks, also other makes, good selection. City Motors, Ltd., Botley Rd., Oxford. Phone 48024. 915-417

ORMSKIRK MOTORS, LTD.

MAIN VAUXHALL, BEDFORD DEALERS.

- NEW BEDFORD 7-ton J model tipper, standard Bedford body, 2-speed axle, 900 x 20 tyres.
- NEW BEDFORD 7-ton TK tipper, 5-speed gearbox, diesel engine.
- NEW BEDFORD 4-ton TK with Luton van body in aluminium, diesel engine.
- NEW 7-ton TK BEDFORD chassis-cab, 167-in. wheelbase, 2-speed axle, 900 x 20 tyres.

QUALITY USED BEDFORDS.

- 1959. November, BEDFORD 6-ton tipper, long wheelbase, with Edbro twin ram tipping gear, only done 10,000 miles, first class condition, £595.
- 1958 BEDFORD 6-wheeler with Boys trailing axle, 21-ft. platform, Leyland diesel engine, one owner, 900 x 20 tyres, aluminium body with wood floor, £975.
- 1958 BEDFORD tractor unit, 300-cu.-in. diesel engine, 2-speed axle, in good condition throughout, £450.
- 1956 BEDFORD tractor unit, P6 engine, Scammell coupling, good condition, offers required for 5-toner company.
- 1956 BEDFORD 5-ton, P6 diesel, flat platform, one owner only, recently repainted, £275.
- 1953 BEDFORD 5-ton A model, good condition throughout, £250.
- 1951 BEDFORD 5-ton long-wheelbase twin ram tipper, very clean condition for year, £175.
- 1950 BEDFORD 5-ton platform vehicle, P6 diesel, very clean for year, £225.

COUNTY ROAD.

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Phone, Ormskirk 2551-2-3.

915-306

Used Goods Vehicles (contd.)

HUNTER VEHICLES, LTD.

CROWN WORKS.
290 SOUTHURY ROAD.
ENFIELD.

- 1954 BEDFORD 35-cwt. truck, petrol, excellent condition.
- 1954 BEDFORD 25-cwt. van, petrol, one owner.
- 1955 BEDFORD 25-cwt. van, petrol, one owner.
- 1956 BEDFORD 35-cwt. van, petrol, one owner.
- 1956 BEDFORD 5-ton boxvan, 850 cu. P6 diesel, 2-way loader, one owner.
- 1956 BEDFORD artic. 3-ton Carrimore, 22-ft. straight-frame trailer, P6 diesel, one owner.

IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184.

915/366

- 1958. October, BEDFORD 7-ton long-wheelbase drop-side truck, 2-speed axle, Bedford 300 diesel engine, £595.
- 1954 BEDFORD diesel 7-ton chassis and cab, £175.
- 1958 BEDFORD 6-ton long-wheelbase platform lorry, Bedford 300 diesel engine, £495.
- 1958 BEDFORD 7-ton tipper, steel U body, £475.
- 1956 57 BEDFORD 7-ton long-wheelbase drop-side truck, several at £150 each.
- 1954 BEDFORD 7-ton long-wheelbase tipper, Meadows diesel engine, £225.

CONFIDENTIAL hire-purchase terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 915-266

1959 BEDFORD 7-ton 300 diesel 18-ft. truck body, 900 x 20 tyres, very clean machine, £750. Cop 477 or 4713. 915-536

1958. October, 7-ton BEDFORD 5-type, steel body, excellent condition, £485.

WALTER WALKER (ECCLESFIELD), LTD., Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 915-525

BEDFORD-SCAMMELL 8-10-ton artic., £475 o.n.o. B Merton Engineering, Farns Rd., Feltham, Middx. Phone 3045. 915-511

1958 BEDFORD 10-12-cwt., in exceptionally good condition throughout, choice of three from £225. Cavendish Motors, Cavendish Rd., N.W.6. Willenden 0046-8. 915-378

1955 BEDFORD 5-ton platform truck, diesel engine, in primer, £295.

PHOENIX MOTORS, LTD., Oxford Rd., Gerrards Cross, Denham 2716. Gerrards Cross 2545. 915-389

Bedford Wanted

BEDFORDS wanted.

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BEDFORDS wanted!

WE want BEDFORDS! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., E.3, Advance 5242-3. 222-734

BEDFORDS ALL TYPES WANTED.

BEDFORDS WANTED FOR CASH

CHANDLERS MOTORS, LTD.

71 GREENWICH SOUTH STREET.

LONDON, S.E.1.

Greenwich 2033-4.

222-894

BEDFORD 12-15-cwt. vans and utilities wanted.

DICKS CAR SALES, LTD., Exeter Rd., London, N.W.2. Gladstone 7175. 915-328

B.M.C.

WHIPPLES, LTD.

GRANTHAM.

Phone 267-8.

AFTER HOURS 1699 OR 1455.

1959 B.M.C. MORRIS 7-ton diesel truck, £595.

1959 B.M.C. AUSTIN 5-ton diesel truck, £175.

COMPARE these prices.

915-49

1960 B.M.C. 7-ton long-wheelbase 15-ft. 6-in. steel body, drop-side tipper, 900 x 20 tyres, exceptional machine throughout, £975.

D. D. EASTWOOD (COMMERCIALS), 25 Aston Rd., North, Birmingham, 6. Phone, Ast 3467. 915-495

COMMER

1957 TS3 COMMER long-wheelbase tipper, £475. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts. 915-109

COMMER Superpolice 3-ton drop-side truck, 1954, £75 overhaul, excellent machine throughout, £165.

COMMER 15-cwt. diesel personnel carrier, 1957, bargain, £250.

D. D. EASTWOOD (COMMERCIALS), 25 Aston Rd., North, Birmingham, 6. Phone, Ast 3467. 915-497

Used Goods Vehicles (contd.)

NEW COMMER York 6-wheel alloy 22-cu.-yd. tipper for grain or coal.

- 1960 COMMER Unipower 6-wheel 22-ft. platform low mileage, £1,450.
- 1960 COMMER short-wheelbase 6-yd. tipper, excellent, £1,050.
- 1957 COMMER 18-ft. drop-side, one owner, £495.

1957 COMMER Superpolice P6 16-ft. drop-side, COMMER 15-cwt. normal-control personnel carrier, 14,000 miles, £375.

1959 COMMER 8-cwt. EDV, estate-car fittings, £335.

LOWEST H.P. Open Sunday mornings. Exchanges.

JOHN JORDAN, Official Routes Agents, Manor Garage, Great North Rd., Sandy, Beds. Phone 271. 915-41

1960 15-cwt. forward-control van, petrol, two sliding doors, Wickham blue, very clean, £385. Brew Bros. Fremantle 3333. 915-193

1960, October, TS3 COMMER 7-ton forward-control tipper, 9,000-20 tyres, 5-speed gearbox, Eaton 2-speed rear axle, Anthony S.T.7 gear and 8-cu.-yd. body with cab guard, 9,400 miles only, cost £2,215, will accept £1,625.

CARRIS MOTORS, LTD., London, S.E.13. Phone, Lee Green 8585. 915-222

1950 COMMER 30-cwt. with an all-alloy insulated meat body, £75. Edgware 2555. 915-337

1959 COMMER TS3 artic. unit and Hands 25-ft. 10-12-ton trailer, in excellent order.

1958 COMMER TS3 7-ton long-wheelbase drop-side lorry, 18-ft. body, in excellent order, £550; choice of three.

TERMS and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 915-298

1960 3-ton COMMER diesel van, colour grey, unwritten, mileage 10,000, in first-class order throughout, price £475.

CHURCH STREET GARAGE, Church St., Luton, Beds. Phone, Luton 2435-6. 915-396

1959 COMMER 6D 6-ton truck, one owner-driver, recent recondition, C305 underfloor engine fitted, really superb condition, excellent tyres, £695. A.B. Motors, Canterbury Rd., Kilburn, London, N.W.6. Phone, Maida Vale 4787. 915-464

1956 COMMER TS3 tipper, 5-ton, E.M.4. Phone, Clonsold 5188. 915-482

Commer Wanted

KARRIER wanted. Karrier Bantam 2-ton truck, van or tractor, or cab and chassis, three required, 1954 on. Quinlan and Thompson, Ltd., Lancaster Rd. Uxbridge. Uxbridge 38617. 915-6135

WANTED, COMMER Gamecock, 3-4-ton chassis with crew-type cab, diesel engine, William Oldham and Sons, Ltd., 44 Parliament St., Dukinfield, Cheshire. 915-6133

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DODGE DISTRIBUTORS

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GLOUCESTER, HEREFORDSHIRE
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H. R. WILSON-SCOTT, LTD.

MONK MEADOW, GLOUCESTER

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ALWAYS NEW MODELS AND USED VEHICLES IN STOCK.

PAIR-EXCHANGES WELCOMED.

222-830

1960 DODGE, choice of three, 19-ft. platform, two Comet, one Super Comet, power steering, from £1,319. Hannibal Movements, Ltd., 2 Ransom St. E.C.3. Royal 8568 and 7174. 915-6145

BARGAIN! Must be cleared at once, 1957 DODGE 8-cu.-yd. tipper, R6 engine, 2-speed Eaton axle, reconditioned tipper gear, engine and body, excellent condition, £495. Demonstrations arranged, Locomotors, Ltd., 392-8 Moseley Rd., Birmingham, 12. Phone, Calthorpe 0331. 915-104

1959, July, DODGE 8-tonner, 20-ft. platform, Leyland engine, power steering, air brakes, excellent, £995.

1956 DODGE 8-ton, 18-ft. platform, type 146R6, new 900 x 20, £450.

LOWEST H.P. arranged; exchanges. Open Sunday mornings.

JOHN JORDAN, Official Routes Agents, Manor Garage, Great North Rd., Sandy, Beds. Phone 271. 915-42

MAIN DODGE DISTRIBUTORS.

FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD BROADWAY.

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Gladstone 2234-5-6-7.

ALL models from stock or early delivery.

COMPLETE spares service for all types.

PERKINS diesel every facility.

915-46

DODGE 1955 7-ton model 146AR6 18-ft. 6-in. drop-side lorry, modified engine, 2-speed axle, £580.

OWBIRKIN'S (GRABALL), Owl Rd., Handsworth, Birmingham, Northern 3519. 915-174

847

Used Goods Vehicles (contd.)

1960 DODGE 7-ton long-wheelbase lorry, 19-ft. 6-in. body, 9.00 x 20 tyres, Leyland engine, power steering, air brakes, heater, flashers, low mileage, £1,295.
FREDK. RAY, LTD., Grovebury Rd., Leighton Buzzard. Phone 3192. 915-415

E.R.F.

1945 E.R.F. Twin Steer, completely rebuilt at E.R.F. works in October, 1954; A.E.C. 7.7 engine in sound running order, complete with 20-ft. platform with or without 21-ft. 3-tier sheep and cattle container.
ANY offers to Thomas Muckle and Sons, Ltd., Rothbury, Northumberland. 915-6172

E.R.F. 7-ton 18-ft. platform lorry, 5LW engine, 5-speed gearbox, £195 or H.P. arranged.
HENRY EATON, LTD., 107 Palmerston St., Ancaster, Manchester. Phone, Ardwick 3146. 915-262

FODEN

TWO 1948 FODEN 18-ft. flat bodies, good tyres, 4LW, 5-speed gearbox, flat-front cabs, smart condition, £325, Edgware 2572. 915-262

1951 8-wheel double-drive 24-ft. flat, 6LW, good running order, £385. J. R. Swanton, Colnbrook 2741, Bucks. 915-362

1953 8-wheel, 6LW, 40 x 8 tyres, double drive, 24-ft. flat, in very good condition, £690. 4 Carruthers St., Liverpool 3, Central 2047. 915-274

FORD THAMES AND FORDSON

NEW Trader 73, 18-ft. alloy platform.

NEW Trader 5-ton, 152-in. wheelbase, 4D, low frame, chassis-cab.

1960 6D Trader Primrose 6-wheeler chassis-cab, £800.

1960 6D Trader 12-ton articulated outfit, S.A.E. pin 25-ft. platform, very low mileage, £1,150.

1960 6D Trader standard 7-yd. steel tipper, 26,000 miles, £675.

1959 6D Trader 7-ton 17-ft. drop-siders, choice of two, £445.

1958 6D Trader 5-ton 16-ft. 6-in. drop-siders, one owner, clean, £508 each.

1958 6D Trader standard 7-yd. steel tipper, one owner, £450.

1956 4D Trader 16-ft. drop-sider, 25 m.p.g., £285.

1952 ET7 16-ft. steel drop-sider, reconditioned P6, £165.

LOWEST H.P., exchanges. Open Sunday mornings.

JOHN JORDAN, official FORD retailers, Manor Garage, Great North Rd., Sandy, Beds. Phone 271. 915-400

1959 Thames Trader 7-ton tippers, choice of four.

1959 Thames Trader 5-ton tippers, choice of three.

1959 7-ton Thames Trader truck.

1958 7-ton chassis-cab.

NORMAN REEVES (MOTORS), LTD.

215-218 HIGH STREET,
UNBRIDGE, MIDDLESEX.
Unbridge 31444. 915-140

1959 THAMES Trader 6D 7-ton 138-in. platform truck, in excellent condition throughout.

CENTRAL GARAGE (UPPINGHAM), LTD., Market Place, Uppingham. Phone, Uppingham 3296-7-8. 915-163

1959 Thames Trader, 7-ton Anthony hoist tipper gear, choice of two, guaranteed, £725. Arnold 7771. 915-207

L AMBERTS OF KINGSTON, LTD.

MAIN FORD DISTRIBUTORS.

TRADER 1959 6-cu.-yd. tipper, fully reconditioned, with new steel body and tipping gear, £995 o.n.o.

140A LONDON RD., Kingston-upon-Thames, Surrey. Phone, Kingston 7700 (20 lines) or after hours Elmbridge 0485. 915-227

1960, October, Thames Trader 7-ton Edbro tipper, Hydrovac brakes, in first-class order.

1959 Thames Trader County 6-wheeler, 21-ft. flat body, air brakes and extras, in excellent order, £850.

1960 Thames Trader 7-ton long-wheelbase truck, 18-ft. body, in excellent order, £700.

ASO many other good Traders and Fordsons in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 915-391

1958 Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £456. Edgware 2572. 915-205

1959 7-ton drop-side steel-bodied FORD Trader tipper, magnificent condition, £650. Pearl Garage, Sheffield. Phone 29119 and 399529. 915-247

1960 Thames Trader 7-ton short-wheelbase Anthony hoist, drop-side steel tipper, 9.00 x 20 tyres, £850 in terms arranged.

1959 6D Thames Trader 6D tractor, S.A.E. coupling, very clean £745, or terms arranged.

1956 FORD 4D 4-ton short-wheelbase hydraulic tipper, £250, or terms arranged.

1954 FORD 4D 3-ton drop-side truck, £250.

HENRY EATON, LTD., 107 Palmerston St., Ancaster, Manchester. Phone, Ardwick 3146. 915-267

848

Used Goods Vehicles (contd.)

GET THAT C

FROM

G.T.C. COMMERCIALS, LTD.

600 CU.-FT. 1956 FORD 4D diesel, 3-ton Luton van, 6 ft. 9 in. interior height, low loading well, outstanding condition, £275.

800 CU.-FT. 1957 FORD 4D diesel, 3-4-ton boxvans, coachbuilt bodies, choice of two, £250 each.

800 CU.-FT. 1952 FORD 4D diesel Luton van, £110.

1960 Thames Trader tippers, Hydrovac brakes, short and medium wheelbase, choice of four.

1960, October, Thames Trader medium-wheelbase double-drop-side tipper, Hydrovac brakes, twin ram gear 4,000 miles only, as new (last price approximately £1,750) our price, £1,090.

1959 Thames Trader, Scammell artic. unit, 2-speed axle and 25-ft. York trailer (Scammell coupling), very clean outfit, £950.

1958 Thames Trader 5-ton long-wheelbase drop-side truck, Balco extension, 23-ft. body, Burtonwood tail lift, £525.

1955 FORD 4D diesel 5-ton long-wheelbase drop-side truck, one owner from new, £200.

28 BOW RD., London, E.3. Advance 5242-3. (30 yd. from Bow Rd. Tube Station.) 915-236

1958 Thames Trader 6-yd. tipper, £625; and a 1955 Fordson 5-yd. tipper, in excellent condition, diesel, £325. Highway Coaches, St. Albans 54242. 915-358

1960 FORD 15-cwt. Luton van, one owner, £525, sunnyhill 0071. 915-457

1960 THAMES Trader, 6D, 6 x 4 platform, power steering, air brakes, painted, £1,960.

THAMES Trader 5-ton diesel truck, choice of three, from £370.

THAMES Trader 7-ton diesel long-wheelbase trucks, choice of three, from £650.

1959 THAMES Trader 6D artic. unit, Brockhouse automatic, and 2-speed axle, £900.

1959 THAMES Trader 6D artic. unit, Brockhouse automatic, £775.

1958 THAMES Trader 4D 3-ton Luton, 900 cu. ft., £700.

1956 THAMES 4D Luton, 1,100 cu. ft., recent engine overhaul, painted, £450.

1959 THAMES 15-cwt. van, £325.

1958 THAMES 15-cwt. van, £250.

FRANK G. GATES, LTD., Gates Corner, E.18. Wansled 6633. 915-539

1960, July, Trader 6 x 4, County third axle, 21-ft. drop-side, very clean, £700.

1959 Trader 7-ton long-wheelbase twin-ram tipper, wood fixed-sided body, 14 cu. yd., recent new engine fitted, £700, also 1958 at £675.

D. D. EASTWOOD (COMMERCIALS), 27 Aston Rd., North, Birmingham, 6. Phone, Ast 3467. 915-498

GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex-works for early delivery, £1,220.

TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body, as above, early delivery from stock, £1,245.

1955 Thames 4D diesel van, recent reconditioned engine, price £195.

1951 Thames 1,150-cu.-ft. pantechtron, Balco chassis extension, Perkins P6 diesel engine, price £135.

MITCHAM LANE, S.W.16. Streatham 3133-4. 915-440

ONE 5-ton 6D long-wheelbase truck, 1959, good condition.

1958 4-ton Trader, 4-cylinder diesel, very good condition.

1959 Thames Trader 6D 6-cu.-yd. Anthony drop-side on 9.00 x 20, immaculate vehicle.

COOMBS SERVICE STATION (FORD Main Dealers), By-pass Rd., Guildford 62962. 915-447

TRADER, late 1960, Hydrovac brakes, 6-wheel County 23-ft. body, 27,000 miles, exceptional vehicle, £1,250. Phone, Cop 4777 or 4713. 915-509

1959 6D FORD 5-cwt. Thames van, excellent condition, £245. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 915-360

Ford Thames and Fordson Wanted

USED Thames 4D trucks and Lutons, 1957-60. Ferraris of Crickwood, Ltd., 200-220 Crickwood Broadway, N.W.2. Gladstone 2234-5-6-7. 915-47

WANTED, FORD 4D vans and Perkins, all capacities from 1955 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 915-383

KARRIER

Karrier Wanted

KARRIER Gamecock truck wanted, diesel engine, brief details and price to S. G. Young, 154-6 Blackfriars Rd., S.E.1. Phone, Waterloo 3131. 915-6156

LAND ROVER

1959 88-in., petrol, hard top, 19,248 miles, £535.

1960 88 in., diesel, truck cab, 7,672 miles, £635.

1960 88 in., petrol, canvas hood, 12,249 miles, £590.

THREE months' guarantee with all vehicles. Part-exchanges welcome. Fullest H.P. facilities.

BOTWOODS, LAND ROVER DEPT., Ipswich 52271. 915-237

GOOD selection of used LAND ROVERS always in stock.

COOMBS COMMERCIALS (GUILDFORD), LTD., 27 Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 915-402

Used Goods Vehicles (contd.)

LEYLAND

1948 LEYLAND Comet flat, new body, good runner, £275 or offer. Hannibal Movements, Ltd., 2 Rangoon St., E.C.3. Royal 8568 and 7174. 915-6146

OCTOPUS, 1951, double drive, good tyres, ready for work, £445 for quick sale. F.T.S., Ltd., Bridge Works Thorney 371, Nr. Peterborough. 917-6174

LEYLAND Comet tractor unit, very good tyres, clean, smart vehicle, August, 1949, £225. Edgware 2572. 915-203

1955, November, LEYLAND Steer long-wheelbase fitted stabilizer, air brakes, alloy body, excellent condition, 1985, A. and L. Vehicle Supply Co., 27-41 Gravel Lane, Salford, 3. Phone, Manchester Blackfriars 1511. 915-255

1952 LEYLAND Octopus 8-wheeler, 24-ft. drop-side, excellent condition, £950. Upminster 5350. 915-330

LEYLAND Octopus 1960 long-wheelbase tipper, as new.

LEYLAND Steer, 1956, 600 engine, platform body, air brakes and 4-wheeled Dyson trailers.

CENTRAL GARAGE, Barnsley Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8. 915-278

BROWNHILLS MOTORS SALES,

LEYLAND, ALBION, SCAMMELL

AUTHORIZED DEALERS.

EARLY delivery of new LEYLAND Comets and Super Comets.

SEE our advertisement under Used Goods Vehicles Unclassified.

BROWNHILLS MOTORS SALES,

WATLING STREET (A5), BROWNHILLS, STAFFS.

Phone, Brownhills 2307, 2336 and 2392. 915-315

1947 Octopus long-wheelbase double drive, choice of two from £525.

1955 Comet long-wheelbase platform, £550.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 915-310

1954 LEYLAND Comet short-wheelbase hydraulic tipper, alloy body, 2-speed axle, £425, or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancaster, Manchester. Phone, Ardwick 3146. 915-261

1955 LEYLAND Comet forward-control platform truck good condition, £525.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.1. (Near Angel.) Clerkenwell 7456. 915-367

1959 LEYLAND Super Comet, as new condition, only 40,000 miles, £1,500 under list price.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 915-502

WHALEBONE MOTORS, LTD.,

1957 LEYLAND Steer, 600 engine, air brakes, 23-ft. 6-in. platform body.

LEYLAND 6-wheeler, 600 engine, double drive, boxvan body.

LEYLAND 8-wheeler, 600 engine, double drive, platform body, late-type cab.

LEYLAND Comet, 90 engine, cattle container body.

LEYLAND 4-wheeler, 600 engine, boxvan body.

WHALEBONE MOTORS, LTD.,

239-241 HIGH ROAD,

CHADWELL HEATH, ESSEX.

Phone, Seven Kings 5282. 915-372

LEYLAND 75 intermediate wheelbase, 9.00 x 20 tyres, suitable for conversion to tipper. Can be seen working, £175 o.n.o. Phone, Stockport 6137. 915-518

1950 LEYLAND 8-wheeler, double drive, 600 engine.

PIRBRIGHT GARAGE, Purbright Rd., S.W.18, Vandyke 6188. 915-411

MORRIS AND MORRIS-COMMERCIAL

1957, August, MORRIS 5-ton long-wheelbase diesel, boxvan body, approx. 850 cu. ft., rear roller shutter door, ex private company, £550. Wellington Garage (Oldham), Ltd., Huddersfield Rd., Oldham, Phone, Main 9109. 915-6153

PALMERSTON OF KINGSTON,

MORRIS AND MORRIS-COMMERCIAL RETAIL

DEALERS.

1955, July, 1-ton LD van (petrol), one owner, £185.

1957, October, 3-ton drop-side truck, heater, F.C. diesel, one owner, £335.

1955, November, 30-cwt. LD van (diesel), coach panelled, 8,000 miles, one owner, new engine, £385.

PALMERSTON COMMERCIAL MOTORS, LTD., 75-77 Penryn Rd., Kingston 5618. 915-476

MORRIS 1958 LCEO 2-ton van, diesel, very clean, low mileage, £450.

D. D. EASTWOOD (COMMERCIALS), 27 Aston Rd., North, Birmingham, 6. Phone, Ast 3467. 915-499

Used Goods Vehicles (contd.)

THE PARKSIDE GARAGE LTD. WARWICK ROAD COVENTRY.

MORRIS-COMMERCIAL DISTRIBUTORS FOR
COVENTRY, RUGBY AND NUNEATON
OFFER, SUBJECT TO BEING UNSOLD—

- ONE only new MORRIS diesel 7-ton upper 6-cu.-yd steel drop-side body, 5-speed gearbox and power steering fitted 9.00 x 20 tyres.
ONE only new MORRIS petrol 2-ton tipper, 3-cu.-yd. wood drop-side body, F.G. cab.
NEW MORRIS diesel LD05 30-cwt. van.
NEW MORRIS diesel 3-ton F.G. drop-side truck.
NEW MORRIS 5-ton forward-control diesel drop-side truck.
NEW MORRIS J2 and J4 vans.

ALSO the following used vehicles—

- AVAILABLE shortly. Several 1956-7 MORRIS diesel 7-ft. 1-in. wheelbase tractor units with fifth wheels fitted. Full details on request.
1956 MORRIS 3-ton diesel drop-side truck, repainted, excellent order £275.
1954 MORRIS 5-ton petrol Luton van, 1,000 cu. ft., no wheel arches, flat floor, £200.
1954 MORRIS 5-ton diesel drop-side truck, £125.
1952 MORRIS 5-ton diesel long-wheelbase drop-side truck, EV model, £125.
1957 MORRIS 2-ton diesel LCFO van, excellent, £400.
1956 To 1959 MORRIS J2 vans, from £150.
1956 To 1959 MORRIS 3-ton vans, from £175.
1956 MORRIS 5-ton diesel all-steel drop-side short-wheelbase upper, reconditioned gearbox and axle, £50.
1957 LCFO 2-ton van, finished blue, unwritten, fitted heater, diesel engine, good order, £450.
1957 MORRIS LD1 1-ton van, finished blue, petrol engine, sound condition, £250.

FRANK WATSON (CROYDON), LTD., Thornton Heath 4221.
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1954 SEDDON tractor, Perkins R6 Mk. II, David Brown 5-speed box, Eaton 2-speed axle, B.T.C. 13-ton, 22-ft. 6-in. drop-sided trailer.
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1957 SEDDON MK. 15 7½-ton long-wheelbase platform lorry, £750 or terms arranged.
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PERKINS P6 DIESEL, SINGLE REAR AXLE,
20-FT. BODY LENGTH.

DENNIS PAX 7 TON.

PERKINS P6 DIESEL, SINGLE REAR AXLE,
20-FT. BODY LENGTH.

DENNIS PAX 7 TON.

PERKINS P6 DIESEL, SINGLE REAR AXLE,
18-FT. BODY LENGTH.

DENNIS PAX 7 TON.

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20-FT. BODY LENGTH.

SEDDON 7 TON.

PERKINS P6 DIESEL, SINGLE REAR AXLE,
17-FT. 6-IN. BODY LENGTH.

SEDDON 7 TON.

PERKINS P6 DIESEL, SINGLE REAR AXLE,
17-FT. 6-IN. BODY LENGTH.

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1956 COMMER 4-ton Superpoise drop-side, petrol (at Cardiff).
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1955 ALBION Chieftain, 16-ft. wooden platform.
1959 BEDFORD 3-ton 11-ft. 6-in. drop-side truck.
1959 BEDFORD 7-ton 16-ft. double-drop-side truck.

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1958 BEDFORD diesel 6-ton 5-cu.-yd. normal-control tipper.
1954 BEDFORD 5-ton, 6-cu.-yd. wooden drop-side body.
1953 BEDFORD 8-ft. drop-side, 3 cu. yd., 6.50 x 20 tyres.
1960 FORD Thames Trader double-drop-side steel body tipper (at Cardiff).
1957 ALBION Clydesdale, steel body, fixed-side upper (at Cardiff).

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1959 BEDFORD 10-ton tractor unit with 23-ft. 10-ton Scammell trailer.
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1955 56 LEYLAND Octopus 8-wheeler platform.
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1955 BEDFORD 5-ton A-type 12-ft. by 2-ft. steel fixed-sided tipper, petrol.
1954 BEDFORD 7-ton 5-type 14-ft. by 4-ft. timber fixed-sided tipper R6.
1955 COMMER Q4 P6 9-ft. by 3-ft. timber drop-sided tipper.
1958 COMMER TS3 with Boys third axle 18-ft. by 4-ft. timber fixed-sided tipper, air brakes.
1955 DODGE 7-ton R6 14-ft. by 4-ft. timber fixed-sided tipper.
1958 DODGE 7-ton R6 with Boys third axle, 15-ft. 6-in. by 4-ft. timber fixed-sided tipper.
1958 FORD 5-ton H.D. 6D 6-cu.-yd. steel drop-sided tipper.
1958 LEYLAND Comet forward control, short wheelbase, fitted with Boys third axle, 15-ft. 6-in. by 4-ft. steel fixed-sided tipper.
1956 LEYLAND Comet medium-wheelbase, 14-ft. by 3-ft. 6-in. alloy double-drop-side.
1956 LEYLAND Comet med. med-wheelbase, 14-ft. by 2-ft. 6-in. alloy drop-side tipper, with 18-in. alloy extension.
1955 LEYLAND Comet medium-wheelbase 14-ft. by 2-ft. timber drop-sided tipper.
1955 LEYLAND Comet medium-wheelbase 14-ft. by 3-ft. timber drop-sided tipper.
1957 LEYLAND Comet short wheelbase, fitted with Primrose third axle, 16-ft. by 4-ft. timber fixed sides.
1958 LEYLAND Comet, medium wheelbase, normal control, 14-ft. by 2-ft. timber drop side.
1959 LEYLAND Comet, short wheelbase, forward control with Eaton Hendrickson third axle, 15-ft. 6-in. by 2-ft. 9-in. timber fixed sides.

PLATFORM.
1956 ALBION Reiver, 22-ft. timber platform.
1955 ALBION Reiver, 22-ft. timber platform.
1958 ALBION Chieftain, 18-ft. timber drop side.
1954 LEYLAND Comet forward-control medium-wheelbase 16-ft. 6-in. alloy flat.
1953 LEYLAND Comet normal-control medium-wheelbase 16-ft. 6-in. timber flat.
1957 BEDFORD 7-ton 300 diesel 16-ft. 6-in. timber drop-side.
1956 BEDFORD 7-ton R6 16-ft. timber flat.
1956 BEDFORD 5-ton P6 16-ft. timber flat.
1957 A.E.C. Mercury with Eaton Hendrickson third axle, 21-ft. 3-in. timber drop-side.
1952 E.R.F., 6LW, 24-ft. timber drop-side.
1957 LEYLAND Comet model ECOS2/4R forward control, 20-ft. timber drop-side.
1950 LEYLAND Comet 75, medium wheelbase, normal control, 16-ft. timber drop-side.
1953 ATKINSON 5LW, 20-ft. timber drop-side, £350.
1953 THORNycroft 7-ton, 18-ft. timber drop-side.
1957 COMMER TS3, 19-ft. timber drop-side.
1957 COMMER TS3, 16-ft. 6-in. timber drop-side.
1956 COMMER TS3, 16-ft. 6-in. timber drop-side, air brakes.
1958 DODGE 6-ton, P6, 17-ft. timber flat.
1956 DODGE 6-ton, P6, 16-ft. timber drop-side.
1955 DODGE 6-ton, P6, 17-ft. timber flat.
1954 FORD Thames 4D, 16-ft. 6-in. timber drop-side.
1957 FORD Sussex, P6, 18-ft. 6-in. timber drop-side.

TRACTOR UNITS.
1958 B.M.C.-SCAMMELL tractor unit.
1957 BEDFORD 8-ton tractor Meadows engine, complete with Scammell 23-ft. 10-ton flat trailer.
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1958 FORD Trader 6D tractor, fitted with a Carrimore 23-ft. trailer fixed-pin-type coupling.

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1956 ALBION Claymore 900-cu.-ft. alloy boxvan.
1956 ALBION Chieftain 900-cu.-ft. boxvan.

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1955 BEDFORD R6 7-ton truck, 8.25 x 20 tyres, £295.
1958 Trader articulated unit, £550.
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1956 BEDFORD diesel, long wheelbase, fitted with insulated boxvan body.
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1958 BEDFORD 6-ton normal-control diesel tipper.
1957 BEDFORD 6-ton diesel drop-side truck.
1955 LEYLAND Octopus 8-wheeler, 24-ft. platform body.
1957 ATKINSON 8-wheeler 24-ft. drop-side truck.
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ALL the above vehicles available from stock
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1959 THAMES 5-cwt. van.
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1956 MORRIS 30-cwt. diesel truck. 915-48

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ALBION Reiver RE25T double-drive 6-wheeler, 6-speed gearbox, Comet 400 engine, on 9.00 x 20 14-ply, being fitted with twin front ram tipping gear and wood drop-side body, complete and in primer, £1,224.

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A.E.C. Marshal long-wheelbase 6-wheeler, chassis and cab only, £5,588.

A.E.C. Mercury Mark II, long-wheelbase chassis and cab, air brakes, on 10.00 x 20 14-ply tyres, £2,615.

A.E.C. Mustang, twin-steer chassis and cab, air brakes, on 10.00 x 20 14-ply tyres, £3,095.

A.E.C. Mammoth Major 8-wheeler, 17-ft. 4-in. wheelbase chassis and cab, 9.6-litre engine, air brakes, 9.00 x 20 12-ply tyres, £4,155.

LEYLAND Comet CS3-8AR, 16-ft. 11-in. wheelbase chassis and cab, takes a 25-ft. body, £2,044 18 6d.

BEDFORD 10-ton KFAI tractor unit, Bedford 300 diesel engine, air brakes, 2-speed, 5-speed, 8.25 x 20 14-ply tyres, £1,445 10s.

BEDFORD 7½-ton KGLCR long-wheelbase 16½-in. chassis and cab, on 9.00 x 20 12-ply tyres, 2-speed, 5-speed, £1,755 2s.

ALBION Chieftain CH1AXL 14-ft. 6-in. wheelbase chassis and cab, takes a 20-ft. body, 6-speed, 8.25 x 20 14-ply tyres, £1,756 12s.

LEYLAND Super Comet, 400 engine, 100 x 20 14-ply tyres, heater and demister, fitted with up to the minute 3-component Bulker body, improved high-capacity blower, heavy-duty 21-0, air silencer, all extra for bulk delivery including two quick-release 10-ft. hoses, £4,276 complete, in primer.

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ALBION Reiver, 1956, 21-ft. platform, Comet engine, good condition throughout, £900.

ALBION Reiver, 1956, 21-ft. aluminium framed platform body, standard coachbuilt cab, in exceptionally good condition throughout, one owner, £800.

B.M.C. 1957 diesel rigid 6-wheeler, platform body, good condition throughout, £750.

BEDFORD 1957 7-ton Baico extended 20-ft. platform, with Bedford 300 diesel engine, £650.

BRISTOL 1953 8-wheeler, long wheelbase, platform, £725.

SENTINEL 1953 12-ton trailing axle 6-wheeler, fitted with Gardner SLW vertical in the cab, missing prop shaft, clean to clear, £2,590.

A.E.C. Mercury, 1955, 20-ft. platform body, in good condition throughout, £725.

TIPPERS

A.E.C. Mammoth Major 8-wheeler, 1954, 9.6 engine, recently fitted (work re-conditioned), 16-ft. 9-in. wheelbase, double drive, fitted with new Pilot tipping gear and wood drop-side body, £2,590.

A.E.C. Mammoth Major 8-wheeler (December), 1955, 9.6 engine, double drive, wood body tipper, in exceptionally good condition throughout, £2,150.

LEYLAND Comet, ECQ2-4R, 1957, normal control, 12-ton wheelbase tipper, Pilot 16-in. ram and 20-in. drop-side body, in good condition throughout, £1,100.

A.E.C. Mercury, Mk II, 1956, Pilot twin-under-axle body with wood head-side body, in exceptionally good condition throughout, ready for immediate hard work, £1,600.

E.R.F. 1949, 4LW Gardner, standard wood body 17-feet, very careful operator, £750.

B.M.C. 1956, long-wheelbase tipper, good condition, suitable for coal or coke, £575.

BEDFORD 1955 A-type tipper, chassis and cab only, petrol engine, £125, £400.

BEDFORD 1954 7-ton R6 U-shaped steel-body tipper, good condition, £450.

BEDFORD 1955 A-type 5-ton P6 standard wood-body tipper, £400.

BEDFORD 1954 7-ton, R6, standard U-shaped body, £350.

LEYLAND Octopus, 1951, double drive 8-wheel tipper, a runner, but needs some attention, £350 to clear.

TRAILERS AND ARTICULATED.

LEYLAND Super Comet, November, 1950, virtually new tractor unit, complete with new York lightweight 26-ft. tandem-axle semi-trailer on 9.00 x 20 all round, this is an exceptionally good outfit, ready to drive away, all in primer, £3,850.

BEDFORD 1958 Comet tractor unit, complete with Tanker low-loading trailer, knock-out axle, 12 ft. in the well, in good condition throughout, 40,000 miles only, £4,000.

BEDFORD 1952 R6 diesel Dyson 10-ton semi-low loader, two oscillating axles, eight wheels in line, fitted with winch and loading ramps, good condition throughout, £550, would split.

BEDFORD-SCAMMELL, 1956, R6 diesel, complete with two 23-ft. Scammell platform trailers, £550.

ALBION Chieftain Scammell 1956 tractor unit, complete with Scammell 10-ton 23-ft. platform trailer, in good condition throughout, £750.

E.R.F. 1946 Gardner SLW tractor unit, in exceptionally good condition throughout, complete with Hands tandem-axle platform trailer, £875.

DYSON 8-ton independent trailer, drop-side, air brakes, choice of two, these trailers are practically unused, £650 each.

(Continued in next column)

Used Goods Vehicles (contd.)

CRANES.

NEW Coles 10-ton Reclin diesel-electric, 40-ft. cantilever jib mounted on a 1953 Foden double-drive 8-wheel chassis and cab, £7,750 complete.

SECOND-HAND A.E.C. Coles 5-ton crane, all-wheel drive, 7.7 diesel engine, just fitted with new driver's cab, 5-ton Coles diesel-electric crane, powered by Ford 4D engine, direct drive to generator, mounted separately on the A.E.C. chassis, in good working condition and sold with a large quantity of useful chassis spares if required at nominal price including bolt-on extension to jib, £2,700.

RAPIER 3-ton pneumatic tyres non-slewing yard crane, full castor action steering rear wheels, £600.

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1949 ALBION Chieftain, fitted Duramin cab and drop-side body, well fitted, mechanically good.

1950 E.R.F. 44 long-wheelbase tipper, fitted Edbro gear and high-sided coal body, very clean and sound, ready for work.

1955 SENTINEL DVG6M 6-wheeler, fitted Sentinel 6-cylinder diesel engine, air brakes and 24-ft. 6-in. alloy platform body, sound machine, one owner.

1957 BEDFORD 7-ton model, 300 diesel, fitted platform body, very clean, two available.

1958 7-ton drop-side truck, fitted Bonallack alloy drop-side body with extension sides, one owner, good condition.

1959 BEDFORD 6-wheeler York conversion, 300 diesel, 2-speed axle, platform body immaculate, one owner, 600 miles.

1955 DODGE 100 P6 double-drop-side, good condition.

1946 E.R.F. tractor, 7.7 engine, fifth-wheel coupling, 22-ft. 6-in. wheelbase.

1954 SENTINEL light 6-wheeler, fitted Gardner SLW engine, Jennings coachbuilt cab, 22-ft. light alloy platform body, good tyres, very clean machine.

LATE 1954 SENTINEL 6-wheeler, long wheelbase, recently reconditioned and fitted new tipping gear and high-sided coal body, nice, clean bulk tipper.

915-111

EAGLE MOTORS (FARINGDON), LTD.,

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1960 FORDSON Thames Trader 7-ton diesel long-wheelbase, Edbro steel-bodied drop-side tipper, 9.00 x 20 tyres, cab heater, low mileage, excellent condition, £1,070.

1960 BEDFORD 7-ton ex long chassis-cab, 300-cu-in. diesel, 2-speed axle, 9.00 x 20 tyres, one owner, £1,050.

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1956, November, BEDFORD 10-12-ton articulated tractor unit, diesel, Scammell coupling, and 22-ft. heavy-duty platform trailer, 1950.

1954 BEDFORD 5-ton petrol, Jennings cattle truck, £235.

1954 BEDFORD 7-ton diesel, Drew cattle truck, £125.

1938, November, E.R.F. 10-ton drop-side truck, £125.

916-1195

H. TAYLOR AND CO. OFFER—

1959 COMMER 30-cwt. Superpoise van, green, normal control, £425.

1958 BEDFORD 10-12-cwt. drop-side truck, £235.

ELMBRIDGE 0081.

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1958 B.M.C. 7-ton long-wheelbase truck, 2-speed axle, power steering, £7,600.

1959 MORRIS 4-wheel-drive snow-end tipper, diesel engine, £825.

1956 MORRIS 5-ton long-wheelbase diesel truck (new engine), £875.

1958 BEDFORD 5-ton long-wheelbase tipper, 300 diesel engine, £575.

1958 BEDFORD 7-ton diesel long-wheelbase truck, 300 engine, £475.

1951 LEYLAND Octopus 8-wheeler, 600 engine, double drive, £800.

1952 E.R.F. 8-ton long-wheelbase truck, 4LW Gardner engine, £550.

1956 DODGE short-wheelbase diesel tipper, 2-speed axle 5-speed gearbox, in excellent condition, £420.

1959 BEDFORD 15-cwt. van, long wheelbase, £275.

1956 COMMER T53 long-wheelbase truck, £300.

1954 BEDFORD 5-ton long-wheelbase tipper, petrol, new body, £275.

1955 MORRIS 5-ton long-wheelbase diesel truck, £225.

1960 AUSTIN B.M.C. 7-ton short-wheelbase tipper, 22,000 miles, £775.

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1958 AUSTIN articulated diesel with coupling, forward control.

1956 AUSTIN 7-ton long-wheelbase platform diesel truck, forward control.

1954 MORRIS 5-ton long-wheelbase petrol platform, forward control.

1957 AUSTIN 7-ton long-wheelbase diesel drop-side truck.

COMMER

1958 COMMER 7-ton forward control diesel with new drop-side body.

1960 COMMER 7-ton forward-control drop-side long wheelbase with detachable high racks.

1957 COMMER 5-ton long-wheelbase all-alloy drop-side 15A truck.

1955 COMMER 5-ton long-wheelbase drop-side P6 truck.

ALBION.

1960 ALBION Reiver long-wheelbase alloy drop-side tipper.

1957 ALBION Chieftain long-wheelbase platform 8-ton.

BEDFORD.

1956 BEDFORD forward-control long-wheelbase diesel drop-side truck, 7-ton.

1950 BEDFORD normal-control petrol 3-way tipper, 5-ton.

DODGE.

1958 DODGE diesel 7-ton long-wheelbase platform

FORD.

1959 Thames Trader long-wheelbase diesel drop-side truck, 7-ton.

1956 FORD Thames Sussex 6-wheel tipper, high sides.

MAUDSLAY.

1947 MAUDSLAY, A.E.C. 7.7 engine, 8-ton drop-side.

1949 MAUDSLAY, A.E.C. 7.7 engine, 8-ton drop-side.

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1957 FODEN diesel 8-wheeler long-wheelbase drop-side truck.

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1958 ALBION Chieftain, 16-ft. platform body, alloy framed, 8.25 x 20 tyres, a quality vehicle at an extremely low price, £225.

1957 BEDFORD 7-ton long-wheelbase 5 type, with 300-cu-in. diesel engine, 16-ft. drop-side body, an excellent set of 8.25 x 20 tyres, used on light work only, £425.

1957 BEDFORD 6-ton long-wheelbase normal-control 300-cu-in. diesel twin-ram tipper, heavy-duty alloy body, with extension detachable sides, 8.25 x 20 tyres, Eaton 2-speed axle must be seen to be appreciated, £465.

1956 Thames 4-ton 4D tipper, one very careful owner-driver, small mileage, £275.

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435

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IMMEDIATE DELIVERY.

NEW ALBION CH1AXL Chieftain chassis and cabs, fitted 9.00 x 20 tyres, 6-speed gearbox, heater, etc.

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1959 LEYLAND Super Comet long-wheelbase, good order throughout.

1959 ALBION FT17CL, 6-speed gearbox, good order throughout.

1958 ALBION Clydesdale, 21-ft. platform body, perfect order.

1958 BEDFORD long-wheelbase lorry, Leyland Comet engine.

1958 BEDFORD Leyland Comet engine, immaculate condition throughout.

1958 ALBION Reiver 6-wheel, double-drive axle, 21-ft. 6-in. platform body, immaculate condition throughout.

1956 October, A.E.C. 9.6 Majestic, twin steer, air brakes, 21-ft. platform body, good condition.

1956 AUSTIN B.M.C. 7-ton 2-speed axle, power steering.

1955 ALBION FT17CL platform lorry, good order.

1955 LEYLAND Comet 90 hydraulic tipper, fixed sides, alloy 15-cu.-yd. body, good order.

1955 BEDFORD R6 10-ton tractor, Scammell coupling.

1953 ALBION Chieftain platform lorry, under 3 tons.

1952 E.R.F., Gardner 5LW, 18-ft. platform body, 5-speed gearbox, fitted trailer hook, very fine condition.

1949 MAUDSLAY Meritor, 9.6 A.E.C. engine, 8-wheel double-drive chassis and cab, mechanically sound.

1948 SEDDON P6 platform lorry, good order.

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A.E.C. 7.7 from £50 each. Leyland 7.4 complete with gearbox, from £100 each. Leyland 8.6 from £35 each.

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1959 ALBION Clydesdale CD21L, new tyres, 6-speed, heater, drop-side, 21 ft., in fine order.

1960 COMMER TS3, Scammell tractor unit, 5-speed, heater, good tyres, excellent order.

1960 LEYLAND Comet, CS 3 1/2 chassis-cab, 6-speed, heater, flasher, in good order.

1957 COMMER TS3 7-ton platform, good order.

1959 COMMER TS3 Scammell tractor unit, good order.

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1959 BEDFORD 7-ton tipper, Bedford diesel engine, just repainted and ready for work, £735.

1956 BEDFORD 7-ton tipper, diesel engine, £385.

1956 COMMER TS3 long-wheelbase drop-side truck, £400.

1958 COMMER medium diesel, alloy platform body, small mileage, repainted, £595.

1955 AUSTIN 5-ton diesel drop-side truck, £250.

1955 MORRIS 5-ton diesel drop-side truck, £240.

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NEW DODGE York 6-wheel hydraulic tipper, new Massey-Harris engine, 17-ft. body.

NEW DODGE York 19-ft. tipper, Leyland engine.

1957 ALBION Reiver 19-ft. hydraulic tipper, Leyland engine, Pilot gear.

1955 ATKINSON 8-wheel 24-ft. flat. 9.6 A.E.C. engine.

1953 ATKINSON 6-wheel 24-ft. flat. Gardner.

1949 A.E.C. 8-wheel 24-ft. flat.

1956 SEDDON articulator, fitted 5LW engine and 22-ft. van body, fifth-wheel coupling.

1954 A.E.C. 8-wheel tipper, 18-ft. alloy body, 9.6 engine. 14-ft. hydraulic tipping trailer, clean condition.

1953 FODEN 8-wheel tipper, Gardner, 23-ft. new steel body, resprayed.

1946 ATKINSON 8-wheel double-drive tipper.

1952 VULCAN short-wheelbase hydraulic tipper, 4LW engine, resprayed.

1954 ATKINSON 4LW 15-ft. hydraulic tipper.

1955 BEDFORD 7-ton long-wheelbase 15-ft. alloy tipper, R6 engine.

1956 BEDFORD long-wheelbase 5-ton A-type drop-side truck.

1949 BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-sided body, new P6 engine.

1960 BEDFORD long-wheelbase 18-ft. drop-sided, Leyland engine.

1953 DODGE 7-ton R6 15-ft. hydraulic tipper, new tyres.

1960 FORD Trader long-wheelbase hydraulic tipper, 20,000 miles.

1958 FORD 7-ton Trader flat.

1956 FORD D long-wheelbase truck, new engine.

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1956 ALBION Reiver 21-ft. 6-in. drop-side, choice of two.

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1958 B.M.C. long-wheelbase drop-side, Eaton 2-speed, power steering.

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1958 November, FORD THAMES 12-seater bus, excellent condition throughout, heater, 35,000 miles, taxed December, 1961, C licence user, £400.

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1955 June, ALBION Reiver 6-wheel double-drive platform lorry, good condition, good tyres, £695.

1957 November, BEDFORD 10-12-cwt. van, good tyres, £200.

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1959 May, THAMES Trader 7-ton diesel, 18-ft. platform, 9.00 x 20 12-ply tyres, £700.

1959 October, BEDFORD 7-ton diesel tipper, 13-ft. steel body, £700.

1957 September, BEDFORD 7-ton 300 diesel platform, £600.

1958 August, THAMES Trader diesel artic. unit (no coupling), £300.

1956 November, B.M.C. Austin petrol tipper, 13-ft. wooden body, £250.

1956 March, BEDFORD 7-ton platform 17 ft. 6 in., Perkins diesel, automatic lubrication, £350.

1955 November, BEDFORD 5-ton diesel high-side wooden body tipper, long wheelbase, £400.

1954 October, BEDFORD 5-ton diesel, wooden-body tipper, medium wheelbase, £350.

1954 July, B.M.C. 5-ton diesel platform, long wheelbase, £275.

1954 December, B.M.C. 5-ton diesel drop side, long wheelbase, £250.

1954 November, BEDFORD 5-ton diesel wooden-body tipper, medium wheelbase, £400.

1954 SEDDON 7-ton diesel platform, Perkins engine, long wheelbase, £175.

1954 SEDDON 7-ton diesel drop-side, Perkins engine, long wheelbase, £175.

1955 B.M.C. Morris 7-ton diesel platform long wheelbase, £350.

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1960 B.M.C. 7-tonner, 17-ft. drop-sided body, 2-speed axle, power steering, in excellent condition.

1960 May, B.M.C. 7-tonner, twin ram tipper, 15-ft. by 6-ft. fixed-sided body, 2-speed axle, power steering, 9.00 by 20 tyres, 7,000 miles only, equal to new.

1955 June, FODEN FE8 9-ton end tipper, 15-ft. 6-in. by 3-ft. by 7-ft. 6-in. drop-sided body, in very good condition.

1959 FODEN 8-wheeler, Gardner 6LW engine, 24-ft. drop-sided body, single-drive axle, 9.00 x 24 tyres, in excellent condition.

A.E.C. Matador 4 x 4, ex-M.O.S., in excellent condition.

1955 E.R.F. Model 4.4(G), Gardner 4LW engine, 2-speed axle, 20-ft. drop-sided body, 9.00 x 20 tyres, in very good condition.

1959 FORD 6L tractor with York 12-ton 18-ft. tipping trailer, Pilot gear, S.A.E. coupling, in condition.

1958 Dyson 4-wheel independent 16-ft. platform trailer, air pressure brakes, 40 x 8 tyres, in excellent condition.

1948 FODEN FG 8-wheeler tipper, Gardner 6LW engine, 40 x 8 tyres, 5-speed gearbox, in fair condition.

1954 E.R.F. 8-wheeler, 24-ft. drop-sided body, Gardner 6LW engine, 9.00 x 20 tyres, double-drive axle, in very good condition.

1959 FODEN FE14, Foden 4-cylinder engine, end tipping lorry, fixed-sided alloy body, 10.00 x 20 tyres.

NEW SCAMMELL 25-ft. 12-ton trailer, fitted 3-piece drop-sided body, immediate delivery.

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1961 ALBION Chieftain CH17R Scammell tractor unit, heater.

1961 ALBION Chieftain CH1AXL, 9.00 x 20 tyres, 6-speed gearbox, heater, flashers, front b/bar, 50-gal. tank.

1961 COMMER TS3, long wheelbase, 9.00 x 20 tyres, 5-speed gearbox, helpers, heater, flashers, 7-ton B.M.C., 8.25 x 25, boxvan body.

1959 ALBION Chieftain long-wheelbase tipper, drop-side body, 9.00 x 20 tyres.

1958 LEYLAND Twin Steer, 600 engine, chassis lubrication, alloy platform, good tyres, well maintained; choice of two.

1958 COMMER TS3, 9.00 x 20 tyres, air brakes, 20-ft. platform body and 2-deck livestock container.

1958 BEDFORD 7-ton, long wheelbase, Leyland engine, 9.00 x 20 tyres, drop-side body.

1958 FORD Trader 7-ton, 6D engine, 9.00 x 20 tyres, platform body.

1957 B.M.C. 7-ton, 9.00 x 20 tyres, Eaton axle, power extension, Balco extension, 20-ft. drop-side body.

1955 ALBION Reiver, Leyland engine, 8.25 x 20 tyres, 22-ft. platform body.

1955 ALBION Reiver, Albion engine, 8.25 x 20 tyres, 22-ft. platform body.

1954 THORNycroft Trident, 9.00 x 20 tyres, 20-ft. platform body.

1954 ALBION Victor, 8.25 x 20 tyres, 20-ft. platform body.

1953 BEDFORD 5-ton, P6 engine, 8.25 x 20 tyres, platform body.

1952 ALBION Clydesdale tractor unit and semi-trailer.

1950 ALBION CX, long-wheelbase platform body, good runner.

1951 THORNycroft Scammell tractor unit, diesel engine.

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- 1957 A.E.C. Majestic, 9.6 engine, air brakes, chassis-cab only.
- 1957 Thames Trader, 6D engine, 17-ft. 6-in. platform body.
- 1959 GUY Warrior, A.E.C. 7.75 engine, 2-speed axle, 20-ft. alloy platform body.
- 1959 LEYLAND Super Comet, tractor unit, fifth-wheel coupling, air brakes, immaculate condition, choice of two.
- 1958 BRISTOL crawler tractor, Model 22, P3 diesel engine, complete with Trak Grips.
- 1958 A.E.C. Mammoth Major 8-wheeler, 9.6 engine, double drive, 24-ft. platform body.
- 1958 CARRIMORE 4-wheel tractor, 10-ft. wood platform body.
- 1958 SEDDON, 4LW engine, 2-speed axle, 18-ft. body.
- 1959 ALBION Chieftain, 4-cylinder Albion engine, 6-speed gearbox, 18-ft. platform body, choice of two.
- 1959 FODEN 6-wheeler, 2-stroke engine, air brakes, 22-ft. 6-in. wood platform body, immaculate.
- 1959 ALBION Clydesdale tractor unit, Leyland 375 engine, fifth-wheel coupling.
- 1959 GUY Light 8-wheeler, 7.75 engine, 2-speed axle, 24-ft. platform body.
- 1959 COMMER TS3, 2-stroke engine, 18-ft. platform body.
- 1958 COMMER TS3, 2-stroke engine, 18-ft. platform body.
- 1958 AUSTIN (B.M.C.) 7-ton, 6-cylinder diesel engine, 2-speed axle, 17-ft. platform body.
- 1958 FODEN 8-wheeler, 6LW engine, double drive, 24-ft. platform body.
- 1957 BEDFORD S-type tractor unit, Leyland engine, fifth-wheel coupling.
- 1955 ALBION Chieftain tractor unit with Carrimore semi-trailer.
- 1959 DODGE 6-wheel tipper, Leyland engine, Eaton Hemmick third axle (19-ft. 6-in. steel body).
- 1960 Thames Trader, 6D engine, 17-ft. 6-in. alloy platform body.
- 1959 GUY Warrior tractor unit, Leyland engine, Primrose 25-ft. semi-trailer.
- 1959 60 A.E.C. Mercury Mark II, 21-ft. platform body.
- 1953 E.R.F. 6-wheeler, 6LW engine, double drive, fitted with steel tank.
- 1958 (Late) GUY Invincible, twin steer, 6LW engine, 5-speed, air brakes, 22-ft. platform body.
- 1952 DENNIS Jubilee, 6-cylinder diesel engine, 5-speed, double drive, 24-ft. platform body.
- 1953 ATKINSON short-wheelbase twin-steer tipper, 5LW, 12-ft. 6-in. tipping body.
- 1948 SEDDON, Perkins P6 engine, 5-speed, 17-ft. 6-in. alloy platform body.
- 1952 BEDFORD, 6-cylinder petrol engine, 30-cwt. drop-side body.
- 1956 ALBION Reiver 6-wheel tipper, modern cab, Albion engine, double drive, 14-ft. tipping body.
- 1956 ATKINSON tractor unit, 6LW, fifth-wheel coupling, air brakes.
- 1956 GUY Warrior short-wheelbase tipper, Meadows engine, 2-speed axle.
- 1958 BEDFORD 7-ton drop-sided truck, Bedford engine, 2-speed axle, choice of three.
- 1959 COMMER TS3 6-wheeler, 4-speed gearbox, Boyes third axle, 22-ft. platform body, immaculate.

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USED VEHICLE DIVISION.

BURNLEY.

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PART-EXCHANGES ARRANGED 915-69

ISLES, L. TD.

LEYLAND — ALBION SALES.

- 1960 ALBION Claymore Model CL3L, timber platform body, 18 ft. by 7 ft. 6 in., Albion under-floor engine, 8.25 x 20 tyres, ref. V.23, £1,100.
- 1959 THAMES Trader, 18-ft. timber truck body with drop sides, Ford 6D diesel engine, 8.25 x 20 tyres, ref. V.4 £725.
- 1958 THAMES Trader 18-ft. timber flat platform body, Ford 6D diesel engine, 9.00 x 20 tyres, ref. V.2, £675.
- 1956 COMMER TS3, timber truck body, 18 ft. 6 in. by 7 ft. 6 in., Commer 2-stroke diesel engine, 8.25 x 20 tyres, ref. V.42, £360.
- 1954 ALBION Chieftain 18-ft. timber flat platform body, Albion 4-cylinder diesel engine, 8.25 x 20 tyres, ref. V.8, £550.
- 1954 ATKINSON 6-wheeler, 24-ft. flat platform body, Gardner 5LW engine, 9.00 x 20 tyres, ref. V.6, £650.
- 1953 LEYLAND Comet EC02, timber platform body, 18 ft. by 7 ft. 6 in., fitted with cattle container, 350 engine, 9.00 x 20 tyres, ref. V.5, £450.
- 1953 AUSTIN petrol-engined truck, 14 ft. 6 in. by 7-ft. body with double drop sides, 8.25 x 20 tyres, ref. V.10, £70.

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- 1960 BEDFORD S-type short-wheelbase tipper, steel drop-sided body, 9.00 x 20 tyres, £775.
- 1960 November, BEDFORD J-type short-wheelbase tipper, average mileage 8,000, choice of six, each £850.
- 1960 August, FORD Trader 6-wheel tipper, Boys third axle 25-cu.-yd. wooden body, modified braking system, as new, 12,000 miles, £1,550.
- 1960 FORD Trader 7-ton flat, small mileage, choice of 10, each £725.
- 1960 June, FORD Trader 6-wheel tipper, double drive, third axle, 20-cu.-yd. body, £1,600.
- 1960 October, FORD Trader 6-wheel tipper, steel drop-sided body, power steering, 2-speed axle, new braking system, 8,000 miles, as new, £1,575.
- 1960 FORD Trader 6D short-wheelbase tippers, drop-sided body, £825.
- 1960 BEDFORD TK short-wheelbase steel-body tipper, £1,000.
- 1959 FORD Trader 6D 7-ton flat, choice of 20, £595.
- 1959 FORD Trader 160-in.-wheelbase steel drop-sided tipper, 15-ft. body, £825.
- 1959 BEDFORD S-type tipper, 6-cu.-yd. steel body 2-speed axle, 300 engine, choice of 10, £575.
- 1958 DODGE 6-ton long-wheelbase flat, diesel engine, forward control, £450.
- 1958 November, COMMER TS3 long-wheelbase flat, 9.00 x 20 tyres, £650.
- 1958 FORD Trader 6D short-wheelbase tipper, £525.
- 1958 FORD Trader 6D 7-ton drop-sided truck, £525.
- 1957 BEDFORD 7-ton S-type flat, 300 engine, to clear, £425.
- 1957 ATKINSON 4-wheel double-ram tipper, Gardner 5LW, 9.00 x 20 tyres, 10-cu.-yd. alloy body, choice of two, each £925.
- 1956 COMMER TS3 artic., 21-ft. trailer, Scammell coupling, £475.
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June 30, 1961—THE COMMERCIAL MOTOR 89
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1952 AUSTIN 5-cu.-yd. tipper (petrol), £150.

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1955 BEDFORD short-wheelbase tipper.

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1960 GUY Invincible 8-wheeler, Leyland 600 engine, double-reduction drive axle, air brakes, 24-ft. drop-side body, 9.00 x 20 Michelin X tyres, 2,500 miles, £1,000 below list at £3,500.
1958 FODEN short-wheelbase 8-wheeler, chassis and cab only, £2,250, twin end gear available if required and may be bodied to suit your requirements.
1957 ALBION Reiver 6-wheeler, Leyland engine, 18500 2-speed axle, 36 x 8 tyres, 22-ft. platform at £900.
1956 ALBION Reiver 6-wheeler, 18500 2-speed axle, 22-ft. platform at £700.
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1955 E.R.F. 5.4 (G) flat platform, one owner, good condition, choice of two.
1955 BEDFORD P6 5-ton drop-side.
1956 DODGE P6 long-wheelbase tipper.
1955 BEDFORD R6 long-wheelbase tipper, one owner.
1957 BEDFORD R6 7-ton flat.

PARRS (LEICESTER), LTD.

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FORD MAIN DEALERS.

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1954 7-ton long-wheelbase DODGE diesel truck, 5-speed gearbox, engine completely overhauled, in excellent condition, bargain, £400.
1958 2-ton diesel FORD Thames van, in good condition, one owner, C. licence, £425.
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WILD, CONDON, LTD.

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FODEN 8-wheeler, 1959, drop-side, single drive, 12-speed box, 9.00 x 24 tyres, in excellent condition.
FODEN 8-wheeler tipper, 1952, new fitted steel high-side body, double drive, 10.00 x 20 tyres.
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1959 BEDFORD Workabus, many extras, one owner, £400.
1959 November, long-wheelbase BEDFORD Workabus, one owner, £450.
1958 October, FORD 7-cwt. van, one owner, £285.
1958 BEDFORD 5-ton truck, petrol, excellent condition, £385.
1957 BEDFORD Workabus, £265.
1957 STANDARD Vanguard van, £185.
1957 7-ton DODGE diesel tipper, very good condition, £575.
1957 BEDFORD 5-ton truck, petrol, excellent condition, £345.
1960 AUSTIN 152 15-cwt. vans, choice of five, £330 each.
OCTOBER, 1954, 7-ton BEDFORD tipper, good condition, new tyres, one owner, £310.
1953 COMMERCIAL 10-ton tractor unit, diesel, with 22-ft. low-loading trailer, £425.
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1957 B.M.C. 6-wheeler tipper, Boys trailing axle, 5-speed, 17-ft. 6-in.-long coal body.
GUY Warrior light 6-wheeler coal tipper, complete with wood and alloy body.
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TWO DODGE 3165AZ 6-wheeler tippers, 19-ft.-long by 4-ft. coal bodies, York trailing axle, £280 tipping gear, a genuine 600 miles only, £450 under list price.

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1960 FORD 4D normal-control tipper, drop-side body, diesel, £280 gear, £695.
1947 BEDFORD 30-cwt. power tipper, petrol, £95.
1959 BEDFORD 7-ton short-wheelbase tipper, steel drop-side body, 300 diesel engine, 9.00 x 20 tyres, £875.
1958 MORRIS 15-cwt. van, petrol, excellent order, £255.
1958 AUSTIN J model 10-cwt. van, petrol nice condition, £245.
1958 AUSTIN Omnicouch, petrol, 2-tone blue, P.S.V. specification, fitted heater, £395.

SPECIAL SHOW MODEL.

BRAND-NEW and unregistered BEDFORD 3-ton forward-control drop-side truck, 200 diesel engine, radio and heater, painted grey, full manufacturer's warranty, £1,075.

COMPREHENSIVE SELECTION OF FORWARD-
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1955 BEDFORD 5-ton tipper, aluminium body, Perkins engine.
1956 FORD Thames 5-ton drop-side tipper, Perkins engine.
1954 FORD Thames 4D drop-side truck.
1950 FORDSON drop-side truck, V8 petrol engine.
1957 December, GUY Otter long-wheelbase drop-side truck, Perkins engine, Eaton 2-speed axle.
1955 DENNIS Stork 6-ton van, aluminium body, 1,450 cu. ft.
1959 Registered DENNIS 6-ton tipper (ex-Military), Dennis Max diesel engine, new wrap-round vision cab.

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FORD Trader 7-ton 160-in.-wheelbase chassis and cab, fitted with 6D diesel engine and Primrose twin-steer front axles, tipping gears and bodies available for immediate fitting.

GUY Invincible 8-wheeler fitted with a Gardner 6LX engine, power steering and double drive, available as platform truck, drop-side or tipper.

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AUSTIN B.M.C. 7-ton 1955, fitted with 6-cylinder diesel engine and 14-ft. 6-in. steel tipping body with 4-ft. fixed sides ready for immediate work.

COMMER TS3 articulated unit, complete with 22-ft. platform semi-trailer, good general condition.

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LEYLAND Comet, fitted with 14-ft. 6-in. fixed sides tipping body, in good clean condition.

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1958 FORD Trader 5-cu.-yd. tipper, very good condition, all new tyres.

1957 FORD Trader 5-cu.-yd. tipper, very good condition, all new tyres.

1957 BEDFORD 6-ton diesel drop-side truck, good condition.

1956 FORD 4D 1,400-cu.-ft. Luton, in very good condition.

WE also have a good range of used BEDFORD 15-cwt. vans and conversions.

1959 COMMER 30-cwt. diesel forward-control van, one owner serviced by us since new, engine just had top overhaul.

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CASH buyers for good used commercial vehicles.

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EARLIEST DELIVERY ALL MODELS.

NEW DODGE 3133P 7-ton diesel tipper, 2-speed axle, 15-cu.-yd. steel body, complete, immediate delivery.

NEW AUSTIN 1-ton petrol van, primer, £716.

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1961 Thames 4-cylinder petrol chassis-cab, 500 miles only, £605.

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1959 Thames 5-cwt. van, unwritten, one owner, 15,000 miles, £265.

1958 (Late) Thames 15-cwt. van, with heater, excellent order, £275.

1958 AUSTIN A101 10-cwt. van, unwritten, low mileage, excellent, £225.

1957 DODGE 6-ton diesel tipper, 6-cu.-yd. alloy body 2-speed axle, £625.

1957 DODGE 6-ton diesel tipper, 6-cu.-yd. steel drop-side body, very clean, £645.

1956 DODGE 6-ton short-wheelbase diesel tipper, 6-cu.-yd. body, choice of two from £545.

1955 AUSTIN 1.5-ton long-wheelbase truck, petrol, fair condition, £165.

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A40

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WE KNOW WE WILL HAVE THE USED MACHINE THAT YOU ARE LOOKING FOR, AT THE PRICE YOU HAVE IN MIND, A SELECTION OF WHICH WE OFFER BELOW.

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1957 BEDFORD 8-ton Scammell 300-cu.-in. diesel tractor unit, excellent tyres.

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1960 FORD 6D 7-ton short-wheelbase all-metal tipper, one owner from new, Michelin tyres, just fitted new gearbox assembly, in excellent condition and not to be confused with the normal hire-purchase repossession type of vehicle; Quality Tested and painted in your colours.

1957 BEDFORD 7-ton long-wheelbase, Pilot twin ram gear, 14-ft. 6-in. high-sided body, red, in good condition, ready for immediate use.

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1959 BEDFORD 5-ton normal-control single-ram tipper wooden fixed-side body, 2LN Edbro tipping gear, low mileage, in excellent condition.

1955 BEDFORD 7-ton short-wheelbase U-shaped all-metal-bodied tipper, fitted B.M.C. diesel engine and gearbox, £375.

1955 DODGE short-wheelbase tipper, P6 diesel engine, 5-speed gearbox, 2-speed axle, good tyre equipment.

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1957 BEDFORD Comet engine long-wheelbase Boys 6-wheeler, 9.00 x 20 12-ply tyres, in excellent condition throughout.

1958 BEDFORD Boys 6-wheeler, 9.00 x 20 12-ply tyres, double floor in excellent condition, 2-speed axle.

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1958 BEDFORD long-wheelbase platform truck, fitted with new 15-ft. body, high loading board, low mileage, first-class condition, Quality Tested.

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1958 BEDFORD 7-ton long-wheelbase platform truck.

1952 BEDFORD O-type long-wheelbase platform truck, £125.

1953 SEDDON, P6, 5-speed box, long-wheelbase platform truck.

PART-EXCHANGES ACCEPTED. DEMONSTRATIONS AT YOUR PREMISES. DISTANCE NO OBJECT, AT ANY TIME TO SUIT YOUR OWN CONVENIENCE.

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1959 MORRIS J2 boxvan, painted black, good condition, one owner, £250.

1956 FORD 3-ton diesel truck, good condition, £275.

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NEW A.E.C. Mercury 11-ft. 9-in. chassis-cab, immediate delivery.

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NEW COMMER 30-cwt. van, diesel.

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COMMER 15-cwt. diesel van, 1960, low mileage, forward control, £560.

BEDFORD, 1957, Boys alloy-framed drop-side body, Comet engine, £590 o.n.o.

MORRIS, 1957, 15-cwt. forward-control van, clean, £1195.

AUSTIN 1954 normal-control 5-ton P6 drop-sider, £295.

B.M.C. 1957 7-ton diesel alloy tipper, £650.

1954 7-ton DODGE drop-sider, P6, £100. No offers.

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Used Goods Vehicles (contd.)

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1961 LEYLAND Super Comet, fitted long-wheelbase platform body, unregistered.

1961 LEYLAND Comet, fitted 23-ft. 6-in. platform body, unregistered.

1958 LEYLAND Comet, forward control, fitted drop-side body.

1956 LEYLAND Comet 6-wheel normal-control long-wheelbase coal tipper.

1955 LEYLAND Comet normal control, fitted 14-ft. 6-in. coal tipping body.

1955 LEYLAND Comet, normal control, fitted platform body.

1953 LEYLAND Octopus 8-wheeler, fitted 24-ft. platform body.

1960 ALBION Reiver RE27 T 6-wheel coal tipper.

1956 ALBION Chieftain long-wheelbase platform body.

1960 FORD Trader 7-ton medium-wheelbase tipper.

1955 B.M.C. 7-ton tipper.

1955 DODGE short-wheelbase tipper, R6 engine.

1955 BEDFORD short-wheelbase tipper.

NEW SCAMMELL 12- and 14-ton trailers, 25-ft. platform, Scammell or S.A.E. coupling, from stock.

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1957 December, B.M.C. 7-tonner, fitted Boys 6-wheeler extension, Eaton 2-speed axle.

1957 December, B.M.C. 7-tonner, fitted Boys 6-wheeler extension, Eaton 2-speed axle.

WARWICK MOTOR ENGINEERING CO., LTD.,

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WALTON MOTORS.

£350. 1948 LEYLAND Hippo double-drive 6-wheeler, 600 engine, one C-licence owner only.

£135. FORD Cost Cutter large Luton furniture van, walk-in tailboard.

£275. 1956 A-type diesel BEDFORD short-wheelbase tipper, one owner.

£185. 1955 B.M.C. diesel short-wheelbase tipper.

£190. 1956 (December) FORD 4D diesel 4-ton lorry.

£125. 1951 SEDDON diesel flat lorry.

£275. 24-ft. 12-ton Tasker articulated trailer, fitted landing wheel.

£325. 23-ft. 10-ton SCAMMELL trailer, 9.00 x 20 tyres.

£175. 20-ft. 8-ton SCAMMELL trailer.

£100. 18-ft. Crane draw-bar trailer.

£80. Perkins R6 engine, complete with S-type Bedford fittings, good runner.

£65. Perkins P6 engine, complete with Bedford fittings and gearbox, etc.

£60. AUSTIN taxi chassis, complete with diesel engine, good runner.

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NEW MORRIS 10-ton tractor, 25-ft. trailer.

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1953 FODEN 8-wheel platform.

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1954 E.R.F. 7LW, long wheelbase.

1952 FODEN 10-ton tipper.

1961 MORRIS 30-cwt. Luton van 675 cu. ft.

1960 Lambourne 3 standing horsebox on Bedford 4-ton chassis.

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AUSTIN 5-ton normal-control petrol chassis and cab, 1st.
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DODGE 9-ton chassis and cab, 2-speed axle, air brakes, power steering, 375-cu.-in. engine, 10.00 x 20 tyres, 1st.

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1957 AUSTIN diesel 5-ton short-wheelbase, as new throughout, £625.
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TRUCKS.

1959 Thames Trader 7-ton platform, 20-ft. body, recommissioned engine, £725.
1958 COMMER 7-ton T8, air brakes, 5-speed gearbox, £720.
1956 BEDFORD 7-ton flat platform, R6 engine, choice two, £350.
1955 BEDFORD 5-ton drop-side, A model, petrol engine, good condition, choice of two, £275.
1954 Thames 4D 5-tonner, good condition, choice of two, £325.
1954 BEDFORD 7-ton petrol drop-side truck, fair throughout, £225.
1948 ALBION 8-wheeler, good condition, choice of two, £185.
1948 ATKINSON 8-wheeler, good condition, 6LW engine, choice of two, £500.
1948 ALBION 6-wheeler, good condition, choice of three, £300.
1947 E.R.F. 7-tonner, LW engine, £345.
1953 DODGE 5-tonner, P6 engine, £225.
1953 LEYLAND Beaver, fair condition bodily, good mechanically, choice of two, £245.
1944 LEYLAND Beaver, good condition, £325.
1946 BEDFORD 5-ton OL model, average condition, choice of three, £75.

VANS.

1953 COMMER 3-ton van with side-loading doors and integral cab, 100% condition throughout, new tyres, £175.
1951 As above, but requires tidying, £75.

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AFTER 6.30 P.M. LITTLEBOURNE (KENT) 318.
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AGENTS for Austin, Ford and Standard commercials; a large selection of new and used vans always in stock.

NEW AUSTIN 1½-ton van, diesel, in primer.
NEW Thames Trader 4-ton drop-side truck, 152-in. wheelbase.
NEW AUSTIN 702 forward-control 7-ton chassis-cab, 120-in. wheelbase.

1960. May, AUSTIN 702 diesel with 7-cu.-yd. tipping body, also fitted with 9.00 x 20 tyres, cab heater and flashers, 25,000 miles, £1,095.
1956 BEDFORD-SCAMMELL 8-10-ton tractor unit with R6 diesel engine, £275.

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1958 7-ton Thames Trader fixed-side, steel-bodied tipper, £750.
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NEW.

THAMES Trader 7-ton 108-in. drop-side and fixed-side tippers, ex-stock.
THAMES Traders 138-in. and 160-in. chassis-cabs, ex-stock.
5-, 7-, 12- and 15-cwt. vans, early delivery.

EDBRO 4LNX tipping gears, ex-stock.

ASSOCIATED WITH
WEST RIDING MOTOR CO.

SHEFFIELD ROAD,
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Phone 77296.

1959 60 BEDFORD 7-ton long-wheelbase truck, low mileage, £700.
1954 COMMER 5-ton (P6 diesel) long-wheelbase truck, £180.

ERRINGTONS, E.

LEICESTER.

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SPURLING MOTORS (CHISWICK), LTD.

(CHISWICK FLYOVER),

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FOR quality Tested used vehicles.

1958 1959 and 1960 CA vans, long and short, from £275.
1958 BEDFORD Horson CA van, one owner, first-class condition, choice of two from £250.
1956 BEDFORD 3-ton petrol Spurling van, £225.
1955 BEDFORD 5-ton diesel boxvan, 1,000 cu. ft., recommissioned engine, in excellent condition, £425.
1958 COMMER Karrier 3-ton diesel boxvan, 350-cu.-ft. separate cab, very clean vehicle, £675.
1958 Thames Trader 7-ton diesel platform truck, clean condition, £485.
1957 AUSTIN 13-cwt. diesel van, one owner, £285.

BEDFORD HOUSE,

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CHISWICK, W.14.

Chiswick 6741. 915-372

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1960 GUY Invincible 8-wheeler, Leyland 600 engine, double-reduction drive axle, air brakes, 24-ft. drop-side body, 9.00 x 20 Michelin X tyres, 2,500 miles, £1,000 below list at £2,500.
1958 FODEN short-wheelbase 8-wheeler, chassis and cab only, £2,250, twin end gear available if required and may be bedded to suit your requirements.
1957 ALBION Reiver 6-wheeler, Leyland engine, 18500 2-speed axle, 36 x 8 tyres, 22-ft. platform at £900.
1956 ALBION Reiver 6-wheeler, 18500 2-speed axle, 22-ft. platform at £700. 917-6197

1955 E.R.F. 5.4 (G) flat platform, one owner, good condition, choice of two.
1955 BEDFORD P6 5-ton drop-side.

1956 DODGE P6 long-wheelbase tipper.

1955 BEDFORD R6 long-wheelbase tipper, one owner.
1957 BEDFORD R6 7-ton flat.

PARRS (LEICESTER), LTD.,

ABBEY LANE,

LEICESTER.

Phone 61511 (seven lines). 915-177

CHASESIDE MOTOR CO., LTD.

GREAT CAMBRIDGE ROAD,

ENFIELD, MIDDLESEX.

FORD MAIN DEALERS.

Phone, Enfield 3456.

1954 7-ton long-wheelbase DODGE diesel truck, 5-speed gearbox, engine completely overhauled, in excellent condition, bargain, £400.
1958 2-ton diesel FORD Thames van, in good condition, one owner, C licence, £425.
1958 MORRIS 15-cwt. J-type van, a very smart vehicle, finished in dark green, £285. 915-376

WILD, CONDON, LTD.

HANLEY, STOKE-ON-TRENT.

Phone 23434-5.

FODEN 8-wheeler, 1959, drop-side, single drive, 12-speed box, 9.00 x 24 tyres, in excellent condition.
FODEN 8-wheeler tipper, 1952, new fitted steel high-sided body, double drive, 10.00 x 20 tyres.
FORD Trader 7½ boxvan, 1959, 800 cu. ft., rear shutter. 915-246

COUNTY OAK SERVICE STATION, LTD.

VAUXHALL-BEDFORD MAIN DEALERS.

LONDON ROAD, CRAWLEY, SUSSEX.

Phone, Crawley 25475-6-7.

1959 BEDFORD Workabus, many extras, one owner, £400.
1959 November, long-wheelbase BEDFORD Workabus, one owner, £450.
1958 October, FORD 7-cwt. van, one owner, £285.
1958 BEDFORD 5-ton truck, petrol, excellent condition, £365.
1957 BEDFORD Workabus, £265.
1957 STANDARD Vanguard van, £185.

1957 7-ton DODGE diesel tipper, very good condition, £575.
1957 BEDFORD 5-ton truck, petrol, excellent condition, £345.
1960 AUSTIN 152 15-cwt. vans, choice of five, £330 each.
OCTOBER, 1954, 7-ton BEDFORD tipper, good condition, new tyres, one owner, £310.

1953 COMMER 10-ton tractor unit, diesel, with 22-ft. low-loading trailer, £425.
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COMMERCIAL VEHICLES AND YORK TRAILER
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NEW VEHICLES AVAILABLE FOR IMMEDIATE DELIVERY.

YORK HW2 14-ton platform trailer, 26 ft. long.
1960 GUY Invincible 8-wheel tipper with 21-ft. 6-in. long coal body.
1958 LEYLAND Comet forward-control tipper with 15-ft. by 7-ft. 6-in. by 4-ft. 6-in. all-alloy coal body.
1959 FORD Trader 6D engine tipper with steel body.
1958 October, DODGE 3145Y, Comet engine, Eaton 2-speed, 15-ft.-long by 4-ft.-high wooden coal body.
NOVEMBER, 1957, ATKINSON 8-wheel tipper, A.E.C. 11.3 engine, 5-speed gearbox, double drive, all-alloy coal tipping body.
1958 DODGE platform lorry.
1957 B.M.C. 6-wheel tipper, Boys trading axle, 5-speed, 17-ft. 6-in.-long coal body.
GUY Warrior light 6-wheeler coal tipper, complete with wood and alloy body.
1958 BEDFORD S-type 7-ton medium-wheelbase coal tipper, 2-speed axle.
1955 BEDFORD 5-ton A-type medium-wheelbase tipper.
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1947 BEDFORD 30-cwt. power tipper, petrol, £95.
1959 BEDFORD 7-ton short-wheelbase tipper steel drop-side body, 300 diesel engine, 9.00 x 20 tyres, £875.
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SPECIAL SHOW MODEL.

BRAND-NEW and unregistered BEDFORD 3-ton forward-control drop-side truck, 200 diesel engine, radio and heater, painted grey, full manufacturer's warranty, £1,175.

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1957 BEDFORD 7-ton tipper, Leyland Comet engine, medium wheelbase, choice of two.
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1955 BEDFORD 5-ton tipper, aluminium body, Perkins engine.
1956 FORD Thames 5-ton drop-side tipper, Perkins engine.
1954 FORD Thames 4D drop-side truck.
1950 FORDSON drop-side truck, V8 petrol engine.
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1955 DENNIS Stork Luton van, aluminium body, 1450 cu. ft.
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AUSTIN Ford, Rootes Group.

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1955 BEDFORD Busette, blue, £220.
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- 1959** AUSTIN 7-ton short-wheelbase Edbro tipper, drop-side body, 9.00 x 20 tyres, £765.
1959 BEDFORD Utilabrike Special, cream-black, £450.
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1956 FORD 3-ton 4D truck, £330.
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ONE 1954-55 5-ton MORRIS diesel drop-sided lorry, £165.
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IMMEDIATE delivery.

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1954 B.M.C. furniture van, 1.450 cu. ft.
1956 B.M.C. furniture van, 1,400 cu. ft.
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1948 LEYLAND 12 B1 chassis-cab, 600 engine, Homalloy cab, wrap-round screens, rebuilt.
1954 ATKINSON 8-wheeler long-wheelbase platform, 6LW engine.
1955 COMMERCIAL T33 chassis and cab, medium wheelbase, diesel engine.
1951 FORD E7 Luton van body, 18 ft. 6 in. by 8 ft. by 7 ft. 4 in., P6 engine.

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NEW 8-wheel A.E.C. long wheelbase, 24-ft. body.

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OTHERS in stock include Leyland Comet flats and tippers, Dodge, Commers, Dennis, A.E.C. Part-exchange, H.P.

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DODGE 6-wheeler tipper Boys axle, 1956 machine, double ram, Edbro gear, 2-speed axle, cheap and ready for work at £650.

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BEDFORD 1959, with Boys third axle, Bedford diesel engine, 2-speed axle, 22-ft. drop-side body.
COMMER TS3, 1957, with Boys third axle, 22-ft. platform body.
COMMER Superbase, 1953, articulated, with low-loader semi-trailer, P6 engine.
COMMER Avenger coach 1950 Albion engine, certificate of fitness two years.
LEYLAND Octopus 1960 long-wheelbase tipper, as new.
BEDFORD 1957 7-ton, long-wheelbase platform body, Bedford diesel engine.
LEYLAND Steer, 1956, 600 engine, platform body, air brakes, and 4-wheeled Dyson trailers.
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TERMS AND PART-EXCHANGES.

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EARLY delivery on all COMMERS from 7 cwt. to 12 tons with petrol or diesel engines.
COB and Express vans, choice of colours.
15 CWT., vans, choice of colours.
5 And 7 short-wheelbase and medium-wheelbase tippers.
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1956 BEDFORD-SCAMMELL S-type tractor, Leyland Comet engine, very clean condition, only £175.
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1953 BEDFORD 5-ton tipper, petrol.
1959 BEDFORD 15-cwt. Luton.
1959 BEDFORD Utilabake, farmer's model.
1959 BEDFORD Utilabake.
1957 BEDFORD Workobus.
1957 MORRIS Minor van.
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VIGO MOTORS, Wa'mer Rd., W.10. Ladbrooke 3051 915-191

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SEVERAL other used vehicles in stock from 5 cwt. to 12 tons.

NEW VEHICLES IN STOCK.

5-TON Prime Mover, air brakes available.
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1936 FODEN 8-wheeler 6LW Gardner, in very good condition, 8-speed gearbox, 24-ft. flat, as seen, £195.

AVAILABLE shortly: 1954 LEYLAND Beaver with Boys third axle.

1954 E.R.F. 8-wheeler. All in first-class condition.

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1948 MAUDSLAY 8-wheeled platform, A.E.C. 9.6 engine, choice of two at £175.

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COMMER 7-ton forward-control long-wheelbase platform, TS3 diesel engine, £275.

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THAMES Trader 4D long-wheelbase truck, 1958, re-painted blue, £395.

1957 BEDFORD 5-ton tipper, ideal for site work, £70.

560 COVENTRY ROAD, Birmingham, 10, Victoria 6040; evenings 8744. 915-155

BEDFORD 4-ton truck December 1956, hooks and sheet, £265.

BEDFORD 7-ton diesel truck 1956, £250.

KARRIER Bantam 2-ton diesel truck, 13,000 miles only, £345.

FORD 4D 30-cwt. truck, 1955, £140.

BILL WALTON LTD., Chappells Garage, 190 Kennington Park Rd., S.E.11. Tel. 3177. 915-426

1954 ATKINSON 8-wheeler, Gardner 6LW engine, 9.00 x 20, clean condition, £850.

1955 ATKINSON, Scammell artic. unit, Gardner 4LW engine, all-metal cab, £350.

1957 BEDFORD, Scammell artic. unit, 300 engine, new condition, £350.

1956 BEDFORD 7-ton petrol rigid 4-wheeler, alloy body, ex petrol company, beautiful condition, £225.

1960 BEDFORD J-type, Scammell artic., 300 engine, perfect condition, £750.

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1943 Coles crane, 5-ton lift, F.M.A.-type screw jib, Fordson V8 engine, solid rubber tyres, ship, £800.

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1957 E.R.F. 449, 20-ft. platform good condition.

1958 SEDDON 15-10, Gardner 4LW engine, 20-ft. flat.

DODGE 6-wheeler, Boys extension, 1959, high-sided body, tipping body, R6 engine, good condition.

1957 BEDFORD 7-ton, 300 diesel engine, long wheelbase, good condition.

1959 DODGE 7-ton 20-ft. drop-side.

MANY other vehicles. Hire-purchase terms arranged.

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1952 FORDSON 5-ton drop-side tri-ki hayrack over cab, P6 diesel, good tyres, £155.

1956 FORDSON 4D diesel 7-ton platform truck, motor heater, good tyres, £285.

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1958 BEDFORD 10-12-cwt. CA van, taxed, £245.

1954 7-ton BEDFORD truck, good tyres, taxed, £195.

NOVEMBER, 1957, MORRIS 1-ton van, painted beige, unwritten, £220.

DICKINSON AND ADAMS, Luton 51221. 915-533

1954, September, A.E.C. Mammoth Major 6-wheeler, fitted 22-yd. 3-piece drop-side body, air brakes, 9.6 engine.

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1959 FORD Trader, petrol, 4,000 miles only, fitted with new horse-box body, for four, groom's compartment.

AUSTIN 4, 5- and 7-ton chassis-cab, with heavy-duty equipment, from stock at list price.

AUSTIN J4 pick-up, list price.

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(Supplement)

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1959 Thames 15-cwt. vans, £345; choice of two.

1960 BEDFORD long-wheelbase Workobus, heater and low mileage, £525.

1959 Trader 7-ton 6D platform truck, £850.

1959 AUSTIN A35 van with heater and rear seat, £345.

1959 Thames 5-cwt. van, choice of two, £295.

1960 Trader 5-ton 6D, 800-cu.-ft. boxvan body, rear and side loading, £895.

1959 Trader 7-ton 6D 7-cu.-yd. Anthony drop-side metal-body tipper, £895.

GOOD selection of Thames and Bedford light vans and 12-seaters, hire-purchase facilities available.

297 BALLARDS LANE, North Finchley.

HILLSIDE 8888.

915-327

1960 BEDFORD 6-wheeler, Boys axle, power steering, 2-speed, 32-cu.-yd. steel body, in excellent condition, £1,550.

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1956 BEDFORD 41-seater Duple Super Vega, exterior silver and blue with red interior trimming, very sound vehicle, recertified till 1966, £2,300.

1952 BEDFORD 33-seater Vega, exterior finished blue and grey, clean, smart-looking coach, fitted radio and heater, certificate of fitness 1962, to clear, 1950.

1952 BEDFORD, 37-seater Gurney Nutting body, finished green and cream with green moquette, fitted reconditioned petrol engine, certificate of fitness 1963, to clear, £1,050.

1952 BEDFORD 33-seater Duple Vega, 7-ft. 6-in. body, exceptionally bright and attractive coach, fitted radio and public address, certificate of fitness 1962, 1950.

ALL vehicles have received mechanical and body inspection and repaired as necessary and are offered for sale in first-class condition.

SILVER LINE MOTORS.

MOORLANDS,
WELWYN GARDEN CITY, HERTS.
Phone, Welwyn Garden 25494. 915-390

FINAL CLEARANCE OFFER

READ THIS ADVERTISEMENT.

WE have only a few quality coaches left in stock now which must be cleared prior to our rebuilding starting. All vehicles must be sold and we guarantee your satisfaction on any of the following:—

1959 SBI BEDFORD Duple 41-seater, certificate of fitness 1966, red interior upholstery, fawn flooring, etc., and fitted two heaters, red and white exterior colours and excellent tyre equipment all round, mileage 49,000, to clear at only £2,775 o.n.o.

1958 SBI BEDFORD Duple 41-seater luxury coach, certificate of fitness 1965, green and cream exterior finish with red-fawn trim to interior, excellent condition throughout, one only offered to clear at £2,500 o.n.o.

1957 SBI BEDFORD Duple 41-seater luxury coaches, certificate of fitness to 1964 and finished in red and cream exterior colours with red interior upholstery, etc., heaters, wheel trims, public address and radios, excellent order throughout, only £2,295 o.n.o.

1948 40-49 29 Vistas, with good certificate of fitness to clear at £250.

ALL deals are negotiable and H.P. terms can be arranged.

LAMBERTS, of Kingston, Ltd., 140a London Rd., Kingston-on-Thames. Phone, Kingston 7700 (20 lines) or Molesey 6949 after hours. 915-229

SAVILLE MOTOR SALES, LTD.

HARVESTER HOUSE,
STRATFORD-ON-AVON.
Phone 4242 (15 lines).

FOR YOUR NEW OR USED BEDFORD COACH.

FOR immediate delivery—choice of two BEDFORD Super Vegas, 300-cu-in. diesel engine, 2-speed axle. CHOICE of several 1959 BEDFORD Super Vegas fitted with petrol engines.

DEMONSTRATIONS ARRANGED. HIRE-PURCHASE FACILITIES.

PART-EXCHANGES.

YOUR INQUIRIES WILL RECEIVE OUR PERSONAL ATTENTION. 915-293

1959 BEDFORD Duple 41-seater, excellent condition in service daily, £2,600. Campings, Park Crescent, Brighton 6549.

Used Passenger Vehicles (contd.)

1956, July, BEDFORD Duple Super Vega coach, petrol, 8 ft. wide, 41-seater, duo-tone blue exterior, blue moquette interior, heater, superb condition, price £1,995.

VINCENT GREENHOUS (HEREFORD), LTD., Lyde Motor Works, Hereford. Phone 2347. 915-79

A. SPRINGALL, LTD.

1959 BEDFORD diesel 41-seater Duple, 7 ft. 6 in. wide, many extras, £850. Hire-purchase arranged.

A. SPRINGALL, LTD., Plumstead Common, S.E.18. Woolwich 5313. 915-357

1960 BEDFORD Utilabus, £955.

FOLKESTONE MOTOR CO., LTD. Phone 2244. 915-443

COMMER

1960 COMMER 41-seater Yeates Europa de Luxe, 2,800 miles only, Lindley's Garage, Ltd., Long Eaton 459. 916-5196

1958 COMMER PS3, 41-seater Duple body, choice of two. Please contact Greatrex Motor Coaches, Ltd., 140 Newport Rd., Stafford. Phone, Stafford 196. 915-90

1955 COMMER TS3, diesel, 31-seater full luxury coach, certificate of fitness 1965, body needs attention, ex public company vehicle, real bargain, £475, no offers. Frating Works, Frating, near Colchester, Essex. 915-455

CROSSLEY

1949 CROSSLEY, Whitton body, good mechanically, £90. Gorman's Buses, Coatbridge. 915-64

DAIMLER

TWO DAIMLER double-deck omnibuses, converted to open top, ideal for use on sea front or holiday camp, etc., powered by Gardner diesel engines, just reconditioned and with current Ministry of Transport certificate of fitness, £200 each net, ex works for immediate delivery.

DIESEL ENGINE EXPORTS, LTD., Rothwell Haigh, Leeds. Phone, Rothwell 3258. 916-6149

FODEN

1949 FODEN 33-seater coach, perfect condition, new tyres, £150. 11 Prescott Place, Clapham, S.W.4. Mtn 2264. 915-405

LEYLAND

1949 LEYLAND PS1, 33, Duple, as new, certificate of fitness 1964, £450. Hire-purchase arranged. King's Garage, Pontypridd. Phone 2389. 916-6178

LEYLAND PD2 53-seater, Brush low-bridge bodies, 8-ft. wide chassis, certificate of fitness, spares, exchangers.

NORTHS, Pontefract Rd., Stourton, Leeds, 10. Phone, Rothwell 3157. 915-248

MORRIS

1951 31-seater coach, certificate of fitness 1962, £225, offers considered. Locks Heath 3368, Southampton. 915-5219

1956 MORRIS 30-cwt., diesel, personnel carrier, engine completely overhauled, tyres as new, repainted green, £325. Birches Bridge Garage, Codsall, Wolverhampton. Phone, Birches Bridge 223. 915-28

UNCLASSIFIED

DIESEL ENGINE EXPORTS, LTD., offer choice of two GUY Arah high-bridge double-deckers, completely rebuilt and unused since issue of 5-year certificate of fitness, 51W engine, M.C.W. body, £500 each.

ROTHWELL HAIGH, Leeds. Phone, Rothwell 3258. 916-6148

CHOICE of several GUY Arah double-deck buses, high-bridge, 51W Gardner engine, certificate of fitness to 1964, ex private company, well maintained with reasonable tyres (not slaves), £250 each upwards.

DIESEL ENGINE EXPORTS, LTD., Rothwell Haigh, Leeds. Phone, Rothwell 3258. 916-6159

Used Passenger Vehicles (contd.)

F.C.S., L^{TD}. **F.C.S., L^{TD}.**
O **P**
S **S**
R **R**

1 STRAWBERRY VALE,
 TWICKENHAM,
 MIDDLESEX.
 Phone, Popesgrove 0773.

1952 LEYLAND Beadles, first registered June, 1952, with Beadle all-metal 35-seater Continental all front, full luxury bodies, special high-backed luxury seating, etc., in immaculate mechanical and body condition, certificate of fitness 1962, choice of three, price £900.

1952 August, 1952-51, with Beadle all-metal 35-seater full luxury Continental bodies, front entrance sliding door, centre roof lights, Continental interior racking, strip lighting, fitted A.E.C. 7 diesel engine, re-certified last week, certificate of fitness to 1965, choice of two, price £700-£750.

1948 37 BRISTOLS with Eastern Coachworks and Beadles 35-10-seater thin-wall all-metal service saloon bodies, fitted low-mileage late series SLW Gardner engines, in immaculate mechanical and body condition, certificate of fitness 1962-61, choice of eight, price £350-£400.

SUPER DOUBLE-DECKERS.

1949 50 A.E.C. Mark III 56-seater high-bridge double-decker, fitted Park Royal and Metcam thin-wall all-metal bodies, fitted very low-mileage late series (under 15,000 miles) 9.6 A.E.C. diesel units, crash boxes, re-moquetted last year, in immaculate mechanical and body condition, certificate of fitness 1965-64, choice of 20, price £650-£700.

1948 A.E.C. low-bridge and high-bridge 53-56-seater double-deckers with Metcam all-metal bodies, leather upholstery, fitted A.E.C. 7 diesel engines, low-mileage diesel engine, certificate of fitness 1963-62, choice of 10, price £450-£550.

1948 GUY double-deckers, fitted 1951 Charles Roe 56-seater high-bridge with metallized top deck, chrome half sliding windows, etc., with late series low-mileage SLW Gardner engines (under 10,000 miles), used by company re-moquetted last year, in super mechanical and body condition, certificate of fitness 1962-63, price £250-£300.

1948 LEYLAND PD1s, fitted Charles Roe and Massey metal and tank, low-bridge and high-bridge 53-10, 52-seater double-decker bodies with PD1 7.4 diesel units, crash boxes, certificates of fitness 1962-61, choice of eight, price £350-£400.

1948 47 BRISTOL 56-55-seater, Metcam all-metal bodies, half sliding windows, etc., fitted late series low-mileage 7.7 A.E.C. and Bristol AV 9.8 diesel units, in super mechanical and body condition, certificates of fitness 1962-61, choice of 10, price £450-£575.

SUPER COACHES.

1952 A.E.C. Regal Mark III with full-front Plaxton 37-seater Continental luxury coach body, again seasonal use only, re-certified this week to 1965, low mileage 9.6 diesel engine, in super mechanical and body condition, price £900.

1950 BRISTOL Harrington half-cab, Continental luxury coaches (seasonal use only), fitted late-series, low-mileage Bristol AV 9.8 diesel engines (15,000 miles only), in immaculate mechanical and body condition, certificate of fitness 1965-64, choice of 10, price £400-£450.

1949 A.E.C. Mk III 34-seater service saloons, with Brush and Park Royal all-metal bodies fitted with 9.6 A.E.C. diesel units, in excellent mechanical and body condition, certificate of fitness 1962-61, choice of 10, price £350-£425.

1949 A.E.C. Regal Mark III with 33-seater Harrington full-luxury coach body, again seasonal use only, 9.6 diesel unit, in super mechanical and body condition, certificate of fitness end of 1963, price £500.

1948 49 LEYLAND PS1s, fitted 33-seater Burlingham Duple and Willbrook full-luxury bodies and seating, fitted late series PS1 7.4 diesel engines, certificates of fitness 1962-61, choice of six, price £290-£350.

1940 39 BRISTOL service saloons, rebodied 1951 with Beadle 36-seater saloon bodies, fitted late series, low mileage, SLW Gardner engines, in excellent mechanical and body condition and ready for immediate service, certificate of fitness 1962-61, choice of 12, price £150-£400.

GENEROUS PART-EXCHANGE ALLOWANCE.

FREE SPARES.

OPEN SEVEN DAYS A WEEK.

SPECIAL H.P.F. FACILITIES.

THESE are only a few of well over 200 passenger vehicles of most well-known makes and seating capacities, which are available for immediate inspection and test. Write for stock lists.

ALL MACHINES CARRY OUR THREE MONTHS' GUARANTEE.

LANCING Bagnall hand operated mobile fork lifts (new and unused), 1-ton capacity lifting height approximately one foot, mounted on pneumatic tyres, ideally suitable for lifting and moving engines and heavy equipment round workshops or depots, six only, £75 or near offer.

F.C.S., L^{TD}. **F.C.S., L^{TD}.**
F.C.S. WORKS,
 LONDON ROAD,
 DUNCHURCH,
 NEAR RUGBY.
 Phone, Dunchurch 262 and 265.

DEPOT AT BEGINNING OF MI BIRMINGHAM SPUR,
 915-419

1960 FORD Duple, 2-speed axle, 41-seater.

1952 A.E.C. Mk. 4 Burlingham body 41-seater.

1950 A.E.C. full-front Harrington body 33-seater.

HALF-CABS suitable for workmen's contracts with certificates of fitness from £100 each.
R. COWDELL, 121 Malpas Rd., Newport. Phone 915-425.

Used Passenger Vehicles (contd.)

A R LINGTON MOTOR CO. L^{TD}.
 LONDON'S LEADING PASSENGER AND
 COMMERCIAL VEHICLE SPECIALISTS.
 HEAD OFFICE:
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NEW 1961 MODEL COACHES
IMMEDIATE DELIVERY FROM STOCK:
BEDFORD SBI, petrol engine, Duple 41-seater Super Vega, glass roof quarters, heater, radio and many other extras, finished red and cream.
BEDFORD SBI, petrol engine, Harrington Crusader and other extras fitted, finished cream and red.
BEDFORD SBI, 300-cu.-in. oil engine, Harrington panels, radio and other extras, finished cream and red.
BEDFORD SBI, 300-cu.-in. oil engine, Plaxton 41-seater Embassy, glass roof quarters, Formica panels, radio and other extras fitted, finished cream and red.
BEDFORD SBI, 300-cu.-in. oil engine, 5-speed rear axle, fitted Duple 41-seater Super Vega, glass roof quarters, Formica panels and other extras, finished cream.

NEW COACHES SUPPLIED ON ALL MAKES OF PASSENGER CHASSIS.

25-27 VAUXHALL BRIDGE ROAD, LONDON, S.W.1.
 Victoria 6033.

NEW COACHES FOR IMMEDIATE DELIVERY.

A.E.C. Reliance, air brakes, Plaxton Embassy 41-seater, central entrance, glass roof quarters, heaters, Formica panels, finished grey.
LYLAND Leopard chassis, fitted with Duple Britannia front-entrance 41-seater, glass roof quarters, heaters, walnut panels, extras to choice, moquette and exterior colours to order, two only.

A SELECTION OF 50 USED COACHES IN STOCK.

BEDFORD.
 CHOICE of 10 1956-57-58-59 41-seater Duple, Plaxton and Burlingham coaches, petrol engines, all with current certificates of fitness.
 CHOICE of 12 1951-55 33-38-seater Duple, Plaxton, Burlingham, Harrington coaches, petrol and diesel engines, all with current certificates of fitness.
 CHOICE of several 1946-50 BEDFORD 29-seater Duple Vista coaches, with current certificates of fitness.

A.E.C.
 CHOICE of six 1954-58 Reliance 41-43-seater Duple and Burlingham coaches, with current certificates of fitness.
 CHOICE of six 1951-52 Mark IV 9.6 Burlingham, Yeates, Heaver coaches, all with current certificates of fitness.

LYLAND.
 CHOICE of four 1951-52 Royal Tiger 39-41-seater Harrington coaches, all with current certificates of fitness.
 CHOICE of several 1947-50 PS1-I and Comet, Duple and Burlingham coaches, with current certificates of fitness.

COMMER.
1956 TS1 (diesel) 41-seater Duple, finished cream-orange, with current certificate of fitness.
1950 Avenger (petrol), 33-seater All-weather coachwork, finished cream and brown, certificate of fitness 1963.

ALL THE ABOVE COACHES ARE OFFERED AT ATTRACTIVE PRICES AND INSPECTION AND DEMONSTRATION CAN BE ARRANGED FROM OUR DEPOTS AT—

25-27 VAUXHALL BRIDGE ROAD, LONDON, S.W.1.
 Victoria 6033.

NEWPORT ROAD, CARDIFF.
 Cardiff 28734.

CORNARD ROAD, SUDBURY, SUFFOLK.
 Sudbury 2301.

MITCHELL LANE, VICTORIA STREET, BRISTOL, 1.
 Bristol 27063.

A R LINGTON MOTOR CO. L^{TD}. 915-51

SOUTHERN L I G H T C O A C H C E N T R E .

JOHNS CROSS GARAGE, LTD.,
 JOHNS CROSS, ROBERTSBURG, SUSSEX.

Phone, Robertsburg 222, 223 and 224.

In stock for immediate delivery:—

NEW Thames Duple 41-seater luxury coach.

NEW Thames Burlingham Seagull 61 luxury coach, both finished in cream.

1960 Duple 41-seater rural bus, in immaculate condition throughout, fitted heater, one owner, certificate of fitness 1967, 6975.

1957 BEDFORD Duple 41-seater luxury coach, in really fine condition throughout, interior red moquette with fawn felt, certificate of fitness 1963, choice of two from £2,450.

1955 BEDFORD Plaxton 36-seater, fitted radio and heater, immaculate throughout, tyres good and bodywork unmarked, certificate of fitness 1965, £2,150.

1953 DAIMLER Freeline underfloor-engine 35-seater Continental coach, fitted roof quarter lights, this vehicle is in fine order throughout, brake overhaul just completed, Michelin X tyres fitted all round, certificate of fitness 1965, £1,650.

1951 2 BEDFORD Duple 33-seater, excellent condition, choice of two from £950.

1951 BEDFORD Plaxton 33-seater, in mint condition, choice of two from £1,250.

1950 COMMER 30-seater luxury coach, interior as new, seats have recently been shampooed, certificate of fitness March, 1962, £425.

• ALL ABOVE VEHICLES ARE SUBJECT TO NEGOTIATION. 915-18

June 30, 1961—THE COMMERCIAL MOTOR 101
 (Supplement)

Used Passenger Vehicles (contd.)

S.M.T.
 177-205 FINNIESTON STREET GLASGOW C.3.
 PHONE, DOUGLAS 2940. PHONE, DOUGLAS 2940.

E **S** **B**
IF YOU HAVE NOT RECEIVED OUR VERY SPECIAL SALE PRICE LIST, SEND FOR YOUR COPY NOW. BETTER VALUE THAN EVER BEFORE IN S.M.T. RANGE OF USED COACHES. EXAMPLES FROM OUR LARGE AND COMPREHENSIVE STOCK INCLUDE:—

1960 BEDFORD Duple SBI 41-seater, extras include heaters, top sliding windows, plastic headrest covers, wheel discs front and rear, as new condition.
1959 BEDFORD Plaxton SBI 41-seater, Plaxton C-type body, syndromic chassis fabrication, radio/public address, heaters, roof quarter lights, top sliding windows, out-standing condition.

1959 BEDFORD Plaxton 41-seater, exterior red and cream, red moquette, Formica side casings, top sliding windows, plastic headrest covers, wheel discs, low mileage top quality vehicle.

1957 BEDFORD Plaxton 41-seater, exterior ivory with blue-grey metallic chrome Formica side casings, glass roof quarters, inwoven parcel racks, radio/public address, and many other extras, this is a top quality vehicle as a well-known Continental Touring Fleet.

1958 BEDFORD 41-seater coaches, exterior ivory and red, seating in red patterned moquette, many extras, choice of two top quality machines.

1955 BEDFORD Plaxton 36-seater, certificate of fitness 1965, exterior ivory with blue-grey metallic chrome as well-known Continental Touring Fleet, many extras.

1954 BEDFORD Duple 36-seater, R6 engine, certificate of fitness 1964, exterior blue and cream with blue moquette seating, Formica side casings, heater, a fresh coach.

1952 BEDFORD Duple 33-seater, certificate of fitness, February, 1962, red below waist moulding, ivory above, fitted Formica side casings, glass roof quarters, amber roof panels, tubular racks and heater, it is beige floral pattern moquette, a clean and very bright coach.

1951 LEYLAND Royal Tiger-Windover 39-seater coach, many extras and very reasonably priced.

1951 A.E.C. Yeates 41-seater, centre-entrance full-luxury coach, bar, many extras.

1952 BEDFORD Duple 28-seater, certified to April, 1962, finished in green and cream, this coach is fitted with reclining seats, upholstered in a red patterned moquette, the extras include roof quarter lights, radio, heater and tubular racks, this is a very clean coach.

1950 LEYLAND Harrington 37-seater, certificate of fitness 1963, exterior 2-tone blue, blue moquette.

1955 COMMER Duple 41-seater diesel, certificate of fitness, May, 1965, 2-speed rear axle, exterior red and cream, radio, public address, heaters, plastic headrest covers, mechanically very sound indeed and well tried.

1954 COMMER Plaxton 39-seater, certificate of fitness, 1963, reconditioned engine very recently fitted, 2-speed rear axle, glass roof quarters, Formica side panels, excellent value.

AND MANY OTHERS INCLUDING EXCELLENT SELECTION OF HALF-CAB 33-SEATERS CROSSLEY, AND FODEN-PLAXTON 33-SEATERS WITH 6LW ENGINES AT VERY REASONABLE PRICES.

DEMONSTRATIONS **W**ITHOUT OBLIGATION **A**NYWHERE.

FOR A BETTER DEAL CONSULT THE COACH EXPERTS.

PART-EXCHANGES WELCOMED.

HIRE-PURCHASE FACILITIES FROM 10% DEPOSIT.

OFFICIAL FITTING AGENT FOR

TECALMIT **S**YNDROMIC **A**ND **A.C.L.**

AUTOLUBRICATION 915-67

COMMERHILL MOTORS, L^{TD}.

INGS ROAD, WAKEFIELD.

NEW 1961 BEDFORD SBI diesel 41-seater Plaxton Embassy, heater, radio, three weeks' delivery to specification.

NEW 1961 FORD Trader diesel 41-seater Plaxton Embassy, two available, certified 1968.

1959 BEDFORD SBI petrol, 41-seater Duple Super Vega, choice two, Triplex quarter lights, heater, radios, immaculate condition. (One 7 ft. 6 in. w.d.)

1959 BEDFORD SBI petrol, 41-seater Burlingham Seagull, heater, certified 1966.

1958 BEDFORD SBI petrol 41-seater Duple Super Vega, heaters, choice four.

1958 COMMER TS1 (Routon diesel) 41-seater Duple Super Vega, heaters, choice six.

1957 COMMER TS1 diesel 41-seater Beadle Rochester, certified 1964, heater.

1956 BEDFORD SBI petrol 41-seater Burlingham Seagull, heater, petrol, certified 1966.

1955 COMMER TS1 diesel 39-seater Thurgood, certified 1965, heater, luxury seating.

1954 GUY Arab (Gardner 6LW) 41-seater Burlingham Seagull, heater, choice three, certified 1964.

1954 COMMER-KARKER petrol 41-seater Plaxton full luxury, cream-blue, radio, very clean.

1954 A.E.C. Reliance (7.75) 41-seater, Burlingham Seagull, heater, radio, choice two.

1954 BEDFORD SBI petrol 36-33-seater Burlingham Seagull, certified 1965-62, choice three.

1953 BEDFORD SBI (petrol) 33-seater Duple 31, Bedford Yfalcon, Yeates, Riviera and Gurney Nutting, choice several, all certified.

1952 A.E.C. Mark IV (9.6-litre) 41-seater Yeates, certified 1962, heater fitted, dual blue.

1950 BEDFORD Vista 32 h.p. petrol 29-seater Duple, choice two, certified 1964-63.

HIRE-PURCHASE FACILITIES, EXCHANGES.

Phone, Wakefield 6771 (10 lines).

NORTHERN COUNTIES AGENT:

THOMAS R. KELLEY,

5 FIFE STREET,

MIDDLESBROUGH.

Phone 3118. 915-471

849

Used Passenger Vehicles (contd.)

BARNARD AND BARNARD, L. TD.
310-326 SYDENHAM ROAD,
LONDON, S.E.26.

**OFFER IMMEDIATE DELIVERY
OF THE FOLLOWING:
NEW 1961 FORD THAMES
DIESEL COACHES.**

PLAXTON Embassy 41-seater, fitted Perspex quarters, 2-tone Formica side panels, heater, radio, etc., interior red-patterned moquette, exterior cream.

PLAXTON Embassy 41-seater, fitted heaters, radio, etc., interior red and lawn moquette, finished in cream primer.

DUPLE Yeoman 41-seater, fitted Perspex quarters, Formica side panels in walnut, heaters, radio and public address, interior red moquette, exterior cream and red.

DUPLE Yeoman 41-seater coaches, with extras and colours to your choice, 3-4-weeks' delivery.

BEDFORD 41-seater, full-luxury Plaxton body, fitted with Perspex quarters, Formica side panels, heaters, interior grey and red moquette, in excellent condition throughout, certificate of fitness 1966.

BEDFORD Super Vega 41-seater, full-luxury Duplex body, fitted with heaters, Formica side panels, interior red moquette, exterior red and blue, certificate of fitness 1966.

COMMER TS3, 39-seater full-luxury Plaxton Ventura body, in good clean condition throughout, certificate of fitness 1964.

SENTINEL 41-seater, full-luxury Plaxton body, fitted with heater, Formica side panels, in good clean condition throughout, certificate of fitness 1963.

BEDFORD Super Vega 37-seater, full-luxury Duplex body, fitted with heaters, interior red moquette, good clean condition throughout, certificate of fitness 1962.

BEDFORD Vega, 7 ft. 6 in. wide, 33-seater full-luxury Duplex body, fitted with heaters, Formica side panels, good clean condition throughout, certificate of fitness 1966.

A.E.C. 9.6 oil engine, 41-seater full-luxury panels, heater, good clean condition throughout, certificate of fitness 1965, choice of two.

BEDFORD Vista 29-seater, full-luxury Duplex, fitted with heater, Formica side panels in cream and red, certificate of fitness 1963.

LEYLAND PSL, fitted with a 1954 35-seater Duplex full-front luxury body, heater, in good condition throughout, certificate of fitness 1964.

SEVERAL coaches, suitable for workman and mobile shops, at very reasonable prices.

WHY not call at our premises and inspect the finest selection of late-model vehicles in the country, or let us call on you and demonstrate anything you may require without obligation.

PART-EXCHANGES. HIRE-PURCHASE.
YOUR FORD DEALERS.
PHONE, SYDENHAM 2224-5-6.
310-326 SYDENHAM ROAD,
LONDON, S.E.26.
AFTER HOURS, BIGGIN HILL 2330. 915-398

COACHES AND COMPONENTS, L. TD.
469-475 HOLLOWAY ROAD, LONDON, N.7.
Archway 2647 (five lines).

1960 BEDFORD diesel 41-seater Super Vega, exterior grey-pink.

1959 BEDFORD petrol 41-seater, exterior blue-grey, certificate of fitness 1966.

1959 BEDFORD diesel 41-seater, 7-ft. 6-in. Duplex Super Vega, moquette red, exterior cream-red, certificate of fitness 1966.

1959 BEDFORD petrol 41-seater Super Vega, exterior grey-blue.

1958 BEDFORD diesel 41-seater Super Vega, exterior ivory and maroon.

1957 BEDFORD petrol 41-seater, exterior blue-cream, certificate of fitness to April, 1964.

1956 BEDFORD petrol 41-seater, exterior green, certificate of fitness 1966, choice of two.

1956 BEDFORD petrol 41-seater, exterior cream, certificate of fitness 1966, choice of two.

1955 COMMER, 39-seater Strachan body, TS3 diesel, exterior cream-green, certificate of fitness to 1965.

1955 BEDFORD petrol 38-seater Super Vega, exterior blue-cream, certificate of fitness 1964.

1955 BEDFORD petrol 38-seater Super Vega, exterior ivory-green, certificate of fitness 1965.

1955 BEDFORD petrol 36-seater Super Vega, exterior maroon-grey, choice of two.

1954 BEDFORD petrol 36-seater, exterior green-grey, certificate of fitness March, 1964.

1954 BEDFORD petrol 36-seater Super Vega, exterior cream-red, certificate of fitness 1964.

1954 BEDFORD petrol 36-seater Super Vega, exterior black-cream, certificate of fitness 1964.

1954 TILLING-STEVENS 37-seater coach, Plaxton body, red upholstery, certificate of fitness to 1964.

1953 BEDFORD 35-seater diesel Duplex Super Vega, exterior cream-red, certificate of fitness July, 1963.

1952 BEDFORD petrol 37-seater Gurney Nuttings, exterior maroon-cream, certificate to January, 1963.

1952 BEDFORD petrol 33-seater, exterior buff, certificate of fitness December, 1962.

1951 MAUDSLAY A.E.C. oil engine, 33-seater Bellhorne-Hartwell, certificate of fitness August, 1963.

1951 BEDFORD petrol 35-seater, exterior red, certificate of fitness August, 1961.

1951 BEDFORD petrol 33-seater, exterior green-grey, certificate of fitness June, 1961.

1948 DENNIS 33-seater, Churchill body, exterior cream-blue, certificate of fitness 1963.

1948 LEYLAND PSL 33-seater Harrington, exterior blue-cream.

1947 DENNIS 35-seater, exterior blue-cream, certificate of fitness 1962.

1947 DENNIS 35-seater, exterior blue-cream, certificate of fitness 1962.

1947 DENNIS 35-seater, exterior blue-cream, certificate of fitness 1962.

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Used Passenger Vehicles (contd.)

E. J. BAKER AND CO. (DORKING), LTD.
COACH SHOWROOMS AND SERVICE STATION,
FARNHAM TRADING ESTATE,
FARNHAM, SURREY.
Phone, Farnham 4626-7 and 3227, 8 a.m. to 6 p.m.
AFTER 6 P.M., FARNHAM 4481.

WE can offer immediate delivery of the following new vehicles—

NEW BEDFORD SBI diesel, 5-speed gearbox, Duple body, red interior, finished in cream, just price.
NEW BEDFORD SBI petrol, Duple 41-seater body, red interior, Formula sides, red-gold exterior, list price.
December, 1960. **1960 JAN 13-seater luxury coach**, as new, low mileage, certificate of fitness December, 1967, £1,350.

1959 BEDFORD petrol Duple 41-seater, glass roof quarters, heaters, red interior, maroon-ivory exterior, choice of two, immaculate vehicles, £3,150.

1959 July, **COMMER T53 Duple 41-seater**, 5-speed gearbox, glass roof quarters, many other extras, Autumn tint interior, pink-grey exterior, certificate of fitness 1966, £3,250.

1959 BEDFORD PSV 11-seaters, green-cream exterior, certificate of fitness 1966, from £2,950.

1959 FORD Thames 11-seater, face-forward seats, cream-green exterior, one owner, certificate of fitness 1966, £495.

1958 BEDFORD Vega 41-seater, red interior, green exterior, very clean, certificate of fitness 1965, £2,750.

1957 BEDFORD Vegas 41-seater Duple body, red interior, red-maroon exterior, heaters, choice of two, certificate of fitness 1964, £2,650.

1957 BEDFORD Burlingham 37-seater, green interior, red-maroon exterior, certificate of fitness 1964, £2,500.

1956 BEDFORD Burlingham 41-seater, red interior, grey-blue exterior, certificate of fitness 1966, £2,250.

1953 BEDFORD Duple Super Vega 35-seater, lift-up vents, red interior, cream exterior, certificate of fitness 1963, £1,500.

1952 BEDFORD Vega 33-seater, red interior, heater, one owner only, clean vehicle, certificate of fitness 1962, £1,050.

1952 BEDFORD Plaxton 33-seater, autumn interior, certificate of fitness 1962, blue-cream exterior, £975.

1952 BEDFORD Vega 36-seater, red interior, red-cream exterior fitted heaters, £1,350.

1952 BEDFORD Vega 33-seater, autumn tint interior, red-grey-green exterior, very clean, certificate of fitness April, 1963, £1,150.

1952 DENNIS Lancel 37-seater, Strachan full-front body, green interior, certificate of fitness April, 1962, £450.

1950 DAIMLER CVD 6SD, Gurney Nutting 35-seater, lift-up vents, red interior, red-grey exterior, certificate of fitness December, 1962, £750.

1950 BEDFORD Plaxton 29-seater, red interior, maroon-cream exterior, very clean, certificate of fitness 1964, £495.

THE MILLBURN ORGANIZATION OFFER IMMEDIATE DELIVERY.

1960 BEDFORD Super Vega 41-seater Duple de luxe, 2-tone grey, certificate of fitness 1967.

1959 June, BEDFORD Super Vega Duple 41-seater luxury coaches, cream exterior, certificate of fitness 1966.

1959 BEDFORD Yeates de luxe 41-seater, blue and cream, certificate of fitness 1966.

1958 COMMER T53 Duple 41-seater cream and red, certificate of fitness 1965.

1958 BEDFORD Leyland diesel unit, 40-seater Duple bus type body, high-back seating, luggage boot, cream, certificate of fitness 1965.

1958 BEDFORD Plaxton 41-seater de luxe, 2-tone green, certificate of fitness 1965.

1955 ATKINSON Gardner 5-cylinder underfloor unit, Scagull 39-seater de luxe, brown and cream, certificate of fitness 1965.

1955 BEDFORD Duple 36-seater, R6 diesel unit, certificate of fitness 1965.

1951 BEDFORD Duple 33-seater luxury coach, cream and red, certificate of fitness 1965.

1951 LEYLAND P52 Burlingham full-front 33-seater coach, (choice of five).

1948 LEYLAND P21 high-bridge M.C.W., 56-seaters (choice of five).

1947 LEYLAND P21 high-bridge Leyland all-metal 56-seaters; these vehicles have just come off service, in excellent condition and certified up to 1964 (choice of nine).

1946 LEYLAND P21 high-bridge, 56-seater M.C.W. coachwork.

A Number of 1949-50 Alexander all-metal frame 53-seater low-bridge double-deck buses, excellent order, certificate of fitness up to 1963.

1948 A.E.C. 7.7 Burlingham 36-seater bus, certificate of fitness to 1963.

A Number of A.E.C. 7.7 and Leyland PSI 34- to 36-seaters, suit public works contractors, bargain prices.

FOR RELIABLE VEHICLES, CONTACT MILLBURN MOTORS (PRESTON), LTD.

WALMER BRIDGE,
LONGTON, PRESTON, LANCs.

Phone, Longton, Lancs 3255-6.

WHOSE REPUTATION IS YOUR GUARANTEE OF A GOOD VEHICLE AND A FAIR DEAL.

915-83

W. HAROLD PERRY, LTD.

MAIN FORD THAMES P.S.V. DEALERS,
STATION BRIDGE, WEALSTONE,
MIDDLESEX.

1954 December, COMMER T53 Plaxton 41-seater, 14-seater, certificate of fitness 1964.

1949 COMMER Avenger, Plaxton 33-seater, certificate of fitness 1963.

1949 BEDFORD QB Thurgood 29-seater, uncertified, 10-year certificate, suitable for workmen or mobile shop.

1948 DENNIS Lancel, Yeates 35-seater, certificate of fitness 1962.

PART-EXCHANGE. HIRE-PURCHASE.

PHONE, HARROW 1031. 915-53

Used Passenger Vehicles (contd.)

FRANK COWLEY.

200

BUSES AND COACHES

ACTUALLY IN STOCK AND READY FOR IMMEDIATE SERVICE.

1954 Tiger Cub full luxury coach, finished duo blue, in superb condition throughout, with full de luxe seating, good tyres and certified May, 1964, £1,450.

1952 A.E.C. Mark IV luxury coach, finished red and cream, this is a genuine 1952 machine with underfloor engine, 39 seats, certified June, 1962, £900.

1952 STIRLING underfloor diesel-engine full luxury coach, in immaculate condition throughout with force-fed air conditioning, Perspex quarter panels and many extras, this coach is ideal for export, it being 33 ft long and left-hand drive, booster gears, good tyres, etc., £875.

1949 LEYLAND OPSI 35-seater service buses, exceptionally strong, clean vehicles, certified 1962-63 and ready for immediate work, £1,325 each.

1947 48-49 LEYLAND Super PSI bus and coach, dual-purpose machines, all these vehicles are exceptionally clean and have been religiously maintained, all fitted with new or guaranteed service batteries, £1,750 each.

1949 35-seater GUY service buses, fitted Gardner SLW engines, all in very lovely order and condition, £1,325 each.

1948 DAIMLER CVD6 35-seater service coaches with Daimler diesel engines, very clean and certified 1952-53, £1,300 each.

BRISTOL 35-seater service buses, all with Gardner SLW diesel engines and 5-speed gearboxes, these buses are practically unmarred and are fully guaranteed, all certified 1952-53, £1,340 each.

A.E.C. Double-deckers, 1949 machines, with 9-6 engines and full air brakes, high and low bridge, all certified 1962-63 and ready for immediate service, £2,995-£3,995 each.

LEYLAND, in superb condition throughout, 1950-51 bodies, immaculate, all certified £2,995 each.

GUY low-bridge double-deckers, with Gardner SLW engines and 1952-53 bodies, all seats, etc., as new, £2,995 each.

ALL the above vehicles carry our three months' guarantee and are fitted with good serviceable or new batteries.

FRANK COWLEY.

3 BLACKFRIARS ROAD,
SALFORD, 3.

Phone, Manchester, Blackfriars 7577 and Blackfriars 1048 915-524

ALF MOSELEY, LTD.

FORD THAMES P.S.V. DEALERS.

1960 BEDFORD SBI (diesel) Yeates Europa exterior cream and blue certified 1967, £3,500.

1960 FORD Thames Duple 41-seater, blue interior, heaters, Formula casings, etc., exterior two shades blue with K-type moulding, £3,550.

1959 BEDFORD (petrol) Duple Super Vega 41-seater, red interior, radio and heaters, exterior grey and blue, certified 1966, £3,150.

1956 BEDFORD (petrol) Duple Super Vega 41-seater, red interior, heater and radio, exterior recently repainted and cream, certified 1966, £2,485.

1955 BEDFORD Plaxton 37-seater, cream and green exterior, certified December, 1965, £3,385.

1955 Model BEDFORD Duple Super Vega 38-seater, red interior, heater, Formula casings, exterior cream and maroon, certified November, 1964, £1,985.

1954 BEDFORD Yeates Riviera 36-seater, red interior, with heater, exterior maroon and grey, certified 1964, most attractive, £1,785.

1953 BEDFORD Plaxton 35-seater with courier seat, attractive green interior with heater, exterior cream and orange, certified 1965, £1,485.

1952 A.E.C. Mark IV Plaxton 39-seater, green interior, with heater, exterior grey and red, £1,805.

1952 BEDFORD Plaxton 33-seater, blue interior, heater, exterior two shades blue, £1,285.

1951 LEYLAND Royal Tiger Burlingham Scagull 39-seater, red interior, exterior cream and maroon, certified 1955, £1,485.

1950 MAUDSLAY (7.7) Plaxton 33-seater, exterior grey and red, certified 1963, £435.

K NIGHTHORPE ROAD,

LOUGHBOROUGH, LEICS.

Phone 4777 (two lines).

AFTER OFFICE HOURS 3339. 915-500

THE MOTOR DEPOT,

158 WALSLEY ROAD,
COVENTRY.

PHONE: DAY, COVENTRY 53732.

NIGHT, COVENTRY 68503.

NEW 1961 FORD THAMES DUPLS AVAILABLE FOR IMMEDIATE DELIVERY.

SPECIAL BRAKING EQUIPMENT FITTED.

1959 41-seater Duple, choice of two.

1958 41-seater COMMER T53 Duple.

1957 37-seater BEDFORD Burlingham.

1955 36-seater BEDFORD Burlingham.

1953 35-seater BEDFORD Burlingham.

1951 33-seater BEDFORD Duple.

1951 41-seater LEYLAND Royal Tiger, Plaxton.

1950 35-seater LEYLAND.

MANY other second-hand coaches of various types to choose from.

PART-EXCHANGES and guaranteed H.P. facilities. 915-433

Used Passenger Vehicles (contd.)

1954 36-seater BEDFORD Duple, first-class condition, certificate of fitness, red and cream interior, autumn tint.

1953 37-seater BEDFORD Duple, new engine fitted August, 1960, good tyres, certificate of fitness 1963, maroon, radio and speech amplification.

1952 33-seater BEDFORD Duple, quarter lights, 7 ft. 6 in. wide radio and speech amplification, new engine fitted September, 1960, good all-round condition, certificate of fitness 1962, maroon exterior.

1961 Thames Duple 41-seater, ex-demonstration model, all extras fitted, one only now.

1961 Thames Duple 41-seater, K-type moulding choice of two.

1959 41-seater BEDFORD Duple, diesel, all extras low mileage, certificate of fitness 1965, red interior maroon and grey exterior.

1954 36-seater BEDFORD, Perkins, quarter lights, Formula sides, certificate of fitness 1965.

1948 ALBION 33-seater, booster gear.

1948 ALBION 41-seater, booster gear.

1948 LEYLAND T51, 33-seater.

1948 MAUDSLAY 35-seater, 7.7 engine.

1950 CHOICE of three 1948 A.E.C. 7.7 Regal 32-seaters.

1953 37-seater, Vega, Duple.

1960 41-seater BEDFORD, diesel, Duple body.

WANTED good 1960 SBI and SBI 41-seaters, Duple, Plaxton or Harrington, Contact Ralph Gull, Coach Sales Representative, immediately. Good part exchange prices. H.P. and insurance arranged promptly.

D'SPARCH MOTORS.

256 BJKROGH HIGH STREET, S.E.1

Waterloo 5991. 915-395

CHARLES COPPOCK, LTD.

SERVICE BUSES.

THE GARAGE.

ELM GROVE, CROSS STREET, SALE, CHESHIRE.

COACHES.

1952 DAIMLER Freeline, powered Daimler under-floor engine, 43 full-luxury seats, trimmed in autumn tint with brown leather facings, certified May, 1962, price £875.

1949 MAUDSLAY, powered A.E.C. 7.7-litre oil engine, Whiston hall-deck type, full fronted, 41 luxury seats, certified July, 1962, £2,225.

1948 A.E.C. Mark III, powered 56-litre oil engine, preselcted gearbox, 33-seater Burlingham body, certified October, 1962, £2,500.

1947 48 BEDFORD Visitas, 29-seaters, certified 1962, price £2,250.

DOUBLE-DECK.

1944 GUY Arab, powered SLW engine, rebodied 1953 by Northern Counties of Wigan, low-bridge 8 ft. wide, 51 seats in leather, an exceptionally clean and tidy vehicle, certificate of fitness 1963, price £350.

1943-44 GUY Arab, powered SLW engines, bodies by Weymann, 56 seats, certificate December, 1961, and February, 1962, respectively, choice of two, £2,225 each.

M.O.S. RECONDITIONED ENGINES.

B BEDFORD 28 h.p., complete with all accessories and clutch.

M OJRIIS 28.8 h.p., complete with all accessories and clutch.

PHONE, SALE 5633.

GRAMS, "BUSUNITS." 915-80

LANCASHIRE MOTOR TRADERS, LTD.

OLYMPIC GARAGE.

LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201.

EVENINGS, OLDHAM MAIN 2461.

SECOND-HAND COACHES.

1950 COMMER Avenger 33-seater Burlingham coachwork, cream and grey exterior, blue interior, fitted heater, certificate of fitness to 1963, £4,350.

1949 ALSTIN 31-seater Mann Lexion, cream and blue exterior, green interior, certificate of fitness to November, 1963, £2,950. 915-283

ERRINGTONS OF EVINGTON, LTD.

NEW BEDFORD diesel Duple Vega, 41-seater, two weeks delivery.

1956 BEDFORD Duple Super Vega 41-seater, heater, etc., recertified 1960, £2,200.

1955 A.E.C. Reliance Burlingham Scagull 37-seater, radio and heaters, certified 1965, £2,450.

1954 BEDFORD (diesel) Burlingham Scagull 36-seater, certified 1963, bargain price £550.

1952 BEDFORD Duple Vega 33-seater, all extras, 1950.

1950 LEYLAND PSI Yeates 39-seater coach, certified 1964, £725.

1949 50 BEDFORD Duple 29-seater, Formula panels etc., good throughout, £400.

1949 CROSSLEY Yeates 35-seater, certified 1963, £200.

PART-EXCHANGE. HIRE-PURCHASE.

EVINGTON, LEICESTER.

Phone 38102-3. 915-225

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Used Passenger Vehicles (contd.)

W. S. YEATES, L.TD.
DERBY ROAD, LOUGHBOROUGH.

WITH the season now in full swing we are delivering a very large number of Quality and Works Tested second-hand coaches. Demand is still high and the selection we now have in stock at Loughborough is definitely the best ever. Come and see us any time week-ends and evenings as well, but please let us know when you are coming. Inspect, test and buy with a guarantee of satisfaction. A full list is available on request.

WE can also give good delivery on most types of new coaches and also have one only Yeates-converted TROJAN for delivery in three weeks.

WE are also taking finishing instructions for the front-entrance BEDFORD Yeates, in both full-luxury and service bus form; contact us now for a demonstration.

FOR everything to do with coaches write, phone or call

W. S. YEATES, L.TD.
PHONE, LOUGHBOROUGH 4321 (P.B.X.). 915-63

KIRKBY AND SONS (SALES), L.TD.
SOUTH ANSTON,
NEAR SHEFFIELD.

1958 A.E.C. Reliance 41-seater, Plaxton Consort, red moquette, heaters, certificate of fitness 1965. £3,700.

1956 BEDFORD 581 Plaxton 41-seater, Formica sides, red moquette, heaters, £2,250.

1955 BEDFORD 36-seater Duple Vega, autumn tint moquette, heaters, certificate of fitness, 1965, £1,900.

1954 BEDFORD 36-seater Burlingham Seagull, green pattern moquette, heaters, green and ivory exterior, certificate of fitness 1964, £1,600.

1952 BEDFORD 31-seater Duple, red pattern moquette, heaters, certificate of fitness 1962, £975.

PLEASE WRITE OR TELEPHONE FOR OUR LATEST LIST OF QUALITY TESTED COACHES.

Phone, Dinnington 541 (four lines) by day.

NIGHT PHONE, MANSFIELD 5395, DINNINGTON 577, WORKSOP 2963.

Southern Area phone, Tavistock 2739. 915-284

BIRD'S COMMERCIAL MOTORS, L.TD.

BIRMINGHAM ROAD,
STRATFORD-ON-AVON.
Phone 3222-3-4 and 2136.
Grams, "Quicksale."

USED PASSENGER VEHICLES.

29 DAIMLER double-decker buses, 6-cylinder Gardner engines, 2-year certificates of fitness, ready for immediate service, £250 each.

DAIMLER 1950 single-deck buses, 6-cylinder Gardner engines, Willowbrook bodies, in excellent condition throughout, £275 each; choice of three.

LEYLAND low-bridge buses, 2-year certificates of fitness, ready for service, immaculate condition. 915-93

TRANSPORT (PASSENGER EQUIPMENT), L.TD.

1948 A.E.C. 35-seater service saloons, fitted 7.7 diesel engines, excellent mechanical order and general condition.

1948 DENNIS Lancet 32-14-seater service saloons, low mileage, fitted SLW Gardner engine, first-class vehicles.

1949 DENNIS Lancet 32-14-seater service saloons, excellent condition, fitted SLW Gardner engine, certificates of fitness November, 1964.

LEYLAND and Guy double-decker buses, choice of 50, L certificates of fitness from 1961 to 1963, prices from £175 each.

OAK HOUSE.

BRUNSWICK STREET,
MACCLESFIELD.
Phone 4433. 915-526

1950 LEYLAND PSI Burlingham full-front 35-seater, £650.

1956 BEDFORD 41-seater Duple, heaters, £2,150.

1949 BEDFORD 29-seater Duple Vista, certificate of fitness three years, £345.

29 Brand-new Duple seats for sale, £215.

WOULD exchange "or LEYLAND Tiger Cub or A.E.C. Reliance."

CONWAY HUNT, LTD., Brox Rd., Ottershaw. Phone, Ottershaw 461, day and night. 915-127

STOCKLAND GARAGE, L.TD.

MARSH HILL, ERDINGTON,
BIRMINGHAM 23.
Phone, Erd 2488.

FIVE-YEAR CERTIFICATES.

1951 LEYLAND Royal Tiger Yeates 41-seater, blue and cream, red interior.

1951 LEYLAND Royal Tiger Burlingham 37-seater, blue and cream choice of two.

1953 LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, certificate of fitness 1963.

1953 BEDFORD Duple 35-seater, blue and cream, certificate of fitness 1962.

1952 LEYLAND Royal Tiger Harrington 41-seater, dorsal fin, blue and cream, certificate of fitness 1962.

WE are prepared to submit vehicles with short-term certificates to M.O.T. for recertification at customers' request. 915-184

A52

Used Passenger Vehicles (contd.)

TAYLORS (P.S.V.), L.TD.

WORCESTER STREET AND EASTERN AVENUE,
GLOUCESTER.
Phone, Gloucester 22228.

1960 Thames Duple, quarter lights, radio, heaters, 2-speed axle, speech amplification, small mileage, £3,620.

1960 Thames Burlingham, radio, heaters, discs.

1960 BEDFORD 29-seater Plaxton, absolutely as new, all extras, mileage 11,000.

1958 BEDFORD Duple, 309 diesel, heaters, radio, very clean.

1960 BEDFORD Duple diesel 41-seater, recessed mat, heaters, discs.

1956 BEDFORD Plaxton, 41 seats, radio, heaters.

1955 BEDFORD Duple 38-seater, very clean, available soon.

1952 53-54 BEDFORD Duple and Plaxtons, choice of five, all certificates of fitness, must be sold.

A LSO selection of A.E.C. Mk. III and IV and half-cabs.

PHONE, WRITE OR CALL.

TAYLORS (P.S.V.), L.TD.

WORCESTER STREET,
GLOUCESTER.
Phone, Gloucester 22228. 915-430

A. G. JULIAN, Brighton Garage, Brighton, Truro, Cornwall, Grampound Rd., 455. Specialists in used coaches. 915-441

MILLER BROS., Stapleford, Cambridge. A.2 of fitness 1965, £475.

USTIN Kenex, 1959, 11-seater, certificate of fitness 1966, vehicle as new, many extras, 28,000 miles only, £550.

BEDFORD Dormobile, 1955, folding seats into bunks, just resprayed, very clean vehicle, 41,000 miles from new, £295.

BEDFORD Busette, 1960, fitted 99-4 Perkins, 47 m.p.g., £575. All vehicles blue-grey. H.P. terms. 916-25423

Phone, Sheffield 3021.

THURGOODS OF WARE.

1959, March, BEDFORD Super Vega (41), exterior red and ivory, red interior, £2,875.

1958, May, BEDFORD Vega (41), exterior blue and cream, red interior, £2,575.

1957 BEDFORD Vega (41), petrol, 8-ft. wide, cream and brown, red interior, radio, heater, discs, £2,275.

1953 BEDFORD Vega (29), petrol, blue and cream, blue interior, radio speech, repainted and head-rests recovered, good tyres, certified 1963, £1,475.

1952 GUY (41), Gardner underfloor 61W, good tyres, heater, red and cream, certified 1962, £925.

1950 Model BEDFORD Vista, first licensed October, 1949, exterior red and cream, good condition, steamed and undersprayed, £525.

1950, March, A.E.C. Regal Mk. III (37), 9.6 crash-box, Plaxton full-fronted vehicle, two greens, £1,487.

1948, 47 Vistas, choice of six, from £175.

RETRIMS, all types including Deckers.

PHONES, Ware 2383; nights 2896. 915-85

1955 BEDFORD Duple, 36 seats, radio, mike, uplift roofs, certificate of fitness 1964, £1,700.

1947 A.E.C. with 1953 Burlingham Seagull body, 35 seats, uplift roofs, reconditioned engine, taken in part exchange.

SMITHS COACHES, Bourne Rd. Garage, Corby Glen, Grantham. Phone, Corby Glen 285. 915-490

PEARL GARAGES, LTD.

A.E.C. 9.6 33-seater half-cab, 1949, certificate of fitness to 1963, £250.

A.E.C. 9.6 33-seater full-fronted, 1950, certificate of fitness to 1963.

DENNIS Lancet 35-seater half-cab, 1947, certificate of fitness to 1964, £365.

DENNIS Lancet 35-seater half-cab, 1949, certificate of fitness to 1963.

BEDFORD Vista 29-seater, 1949, certificate of fitness October, 1962.

A LL ready to drive away.

37 SOUTH EALING RD., London, W.5. Ealing 9046. 915-474

NEW PASSENGER VEHICLES

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NEW AUSTIN 152 13-seater P.S.V. Kenecoch. Certificate of fitness, £850. Terms. Exchanges. Also others.

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COACHES AND COMPONENTS, L.TD.
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ARE now taking orders for 1961 BEDFORD 29- to 41-seater-capacity luxury coaches, fitted with petrol or diesel engines.

PART-EXCHANGES and H.P. terms arranged to your satisfaction. 222-0778

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ARLINGTON MOTOR CO., L.TD.

LONDON'S LEADING PASSENGER AND COMMERCIAL-VEHICLE SPECIALISTS.

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OFFER FROM STOCK NEW BEDFORD PETROL OR DIESEL CHASSIS, DUPLÉ, BURLINGHAM, PLAXTON AND HARRINGTON COACHWORK, IN PRIMER.

FOR IMMEDIATE DELIVERY.

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THE PASSENGER-VEHICLE SPECIALISTS.

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GIVE YOUR PASSENGERS FIRST-CLASS TRAVEL AND COMFORT IN A NEW FORD THAMES 6D 41-SEATER DUPLÉ SUPER DE LUXE COACH.

FITTED WITH 2-SPEED AXLES, NEW-TYPE BRAKING.

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1961 Thames Duple, one only in stock. Part-exchanges and hire-purchase terms to your satisfaction. Immediate delivery—Now!

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IMMEDIATE delivery of new Thames with Duple, Plaxton, Burlingham or Harrington bodies. Demonstrations and hire-purchase to suit your requirements.

A. SPRINGALL, LTD., Plumstead Common, S.E.18. Woolwich 5313. 915-155

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NEW 14-seater KARRIER luxury coach, Lilliput body by Readings, heater, trim and paint to customer's requirements, available June, 1961.

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14-seater coach, £1,475 ex works. Full P.S.V. Certificate for seven years.

Powered by the famous Perkins P3 engine, giving up to 40 m.p.g.

This is the ideal vehicle to replace your existing Mini or Omnicoach.

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20% DEPOSIT, BALANCE OVER FOUR YEARS. PART-EXCHANGES A SPECIALITY.

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LEICESTER.

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NEW and unregistered luxury coach for immediate delivery. Park Motors (Kingston), Ltd., 18-194 London Rd., Kingston, Surrey. Kingston 7610. 915-282

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AMBULANCES

AMBULANCES, new and used, diesel and petrol.
Dennis, Commer, Morris, Austin and Bedford.
Lawton Goodman, 135 Cricklewood Broadway, N.W.2.
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ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

CARRIMORE close-coupled articulated 6-wheelers, hand-
some appearance and ideal weight distribution.
CARRIMORE SIX-WHEELERS LTD., Carrimore
Works, North Finchley, N.12. Hillside 3631-2-3.

SCAMMELL flat 15-, 18- and 22-ft. trailers, 3-6-ton
capacity from £65.
J. F. LEAVESLEY, LTD., Aireway, Staffordshire, Phone
921-850.

COMMER Superprobe 1953 articulated with low-loader
semi-trailer, 10 engine.
CENTRAL GARAGE, Barnsley Rd., South Elmsall,
near Pontefract. Phone, South Elmsall 276-7-8.

ALWAYS a large selection of good used articulated
vehicles in stock of all types and sizes, tractor units
and trailers sold separately if required. Terms and
exchange.
RUSH GREEN MOTORS, Langley, Hitchin, Herts.
Stevenage 174.

CAPITAL MOTOR CO. LTD.

BEDFORD MAIN DEALERS.
SCAMMELL DISTRIBUTORS.

NEW SCAMMELL Scarab 3- and 6-ton petrol or diesel,
early delivery.

NEW SCAMMELL 8-ton 23-ft. sided trailers, immediate
delivery.

USED 3- and 6-ton SCAMMELL units.

REMINGTON ST., City Rd., N.1 (Near Angel).
Clerkenwell 7456.

1955 BEDFORD diesel 10-ton unit, fifth-wheel
coupling and 22-ft. Tyson trailer, £295.
CHANDLERS MOTORS, LTD., 71 Greenwich South
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NEW SCAMMELL Scarabs, favourable delivery.

NEW BEDFORD tractors available immediately.

NEW SCAMMELL trailers, automatic or S.A.E. fifth-
wheel coupling.

E. J. BAKER AND CO. (DORKING), LTD.,
DORKING 3822.

1956 B.M.C. tractor unit and two boxvan trailers,
approx. 850 cu. ft. each, in primer, fifth-wheel
coupling, ex C licence used and in good condition, would
separate. Hibberd, Warwick St., Coventry 72253-6.

BEDFORD-SCAMMELL 8-10-ton artic., £475 o.n.o.
Bertons Engineering, Fagus Rd., Feltham, Middx.
Phone 3045.

1958 FORD Trader 6D, fifth-wheel coupling, Tasker
22-ft. semi-low-loader, excellent condition, C
Russell, 155 Millbank St., Northam, Southampton 26593.
915-514

BREAKDOWN VEHICLES

1958 BEDFORD breakdown, fitted with lift, etc.,
£185 or offer. Seen Plaistow. Hannibal
Movement, Ltd., 2 Rangoon St., E.C.3.

MACK 6 x 6 chassis and cab, petrol engine, unregis-
tered £525. Land anchors consisting of three plates
with shackles and 24 stakes, £6 per set, carriage paid.
W. VASS, LTD., Amphil, Bedford. Amphil 874.

BEDFORD J2 1960 diesel breakdown truck, as new,
Harvey Frost, twin-lift crane, radio, heater, twin
stop lights, flashers, etc., bargain, £875. Dickerson
Motors, Dunstable. Phone, Dunstable 61608.

FWD diesel winch tractor, £350; Bedford winch
tractor, £310; E.R.F. 6 x 4 winch tractor,
£160; Humber 4 x 4 utility, diesel, £175; Chevrolet 4 x 4
utility, petrol, £75. Maurice Weeks, West Harptree 287.
915-230

CATTLE CONVEYORS AND HORSEBOXES

AUSTIN and Bedford (twin rear) vans, ex Civil
Defence, as new, ideal conversion horsebox-cattle
truck, £150. Agricultural Vehicles, 24 Third Acre Rise,
Oxford. Cumner 2359, Depot, Stanton Harcourt Rd.,
Eynsham, Oxon.

DODGE cattle conveyor on 7-ton lone-wheelbase, diesel
engine with 2-speed axle, good condition, choice of
six, £590 each. Parker and Son (Automobiles), Ltd.,
Bedford. Phone 68094.

ESTATE CARS AND UTILITIES

1954 Vanguard estate, one owner, in excellent con-
dition, £255. Cavendish Motors, Cavendish Rd.,
N.W.6. Willesden 0046-8.

Miscellaneous Vehicles (contd.)

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A.E.C. Albion, Austin, Bedford, F.W.D. Maudslay
in 4 x 2 and 6 x 4 drive vehicles. Spares and tyres.
J. H. ROLLASON, Yorkesford Hill, Romsey, Hants.
J. Phone, Braishfield 395.

SWORDER (MOTORS), EXPORT, LTD., for all
ex-W.D. trucks and spares, London Rd. Loudwater,
High Wycombe, Bucks. Phone, High Wycombe 4078.

FOR sale, Vehicles and spares.

MOST types of commercial vehicles, civilian and ex-
W.D., being dismantled for spares.
COMMERCIAL vehicles always required for dismantling.
SEND us your offers and requirements.

C. MORGAN AND SON, Waltham Chase, Southamp-
ton, Bishop's Waltham 133.

FOR all your spares, ex-W.D. and civilian, Mains
Motors, Ltd., Woodside, Old Henley Rd., Ewelme,
Oxon. Phone 62.

JEEP

M38, Late type, hard and soft top, low mileage,
ex U.S. Forces, from £150. Oxford Motor Co.,
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LUTON VANS AND PANTECHNICS

LET us quote you for a Freight light-alloy Luton on
your chassis, 500 to 2,000 cu. ft.; prices from £295.
Two-year guarantee.

FREIGHT ENGINEERING CO., Cray Rd., Sidcup,
Kent. Phone, Funtotray 0831.

MORRIS-COMMERCIAL 1,200-cu.-ft. pantechnic,
C.V.E. 1948 model, petrol engine, owner driven, above
average condition, integral crew cab, RFL to 31.12.6.
Offers and inquiries to Hurrell and Beardwell, Ltd., The
Grove Garage, Witham, Essex. Phone, Witham 3173-4.

£975, 1959 BEDFORD normal-control 900-cu.-ft.
boxvan, diesel engine, in primer, under 14,000
miles. Folkestone Motor Co., Ltd. Phone 2744.

SEE our advertisement under Morris and Morris
Commercial, new and used vans for immediate
delivery. The Parkside Garage, Ltd., Coventry. 915-10

ARLINGTON MOTOR CO. LTD.

IMMEDIATE delivery BEDFORD diesel 4-ton 1,200-
cu.-ft. Luton body.

BEDFORD diesel 5-ton 1,250-cu.-ft. Luton (at Cardiff).
HIGH ROAD, PONDERS END, ENFIELD, MIDDX.
Howard 1266.

ARLINGTON MOTOR CO. LTD.

1956 B.M.C. diesel 5.1 Luton van, 1,900-cu.-ft. body
with 4-ft. 6-in. drop tailboard and rear doors,
complete with centre and side drop sheets, in immaculate
condition. £575. Phone, Stepney Green 5522.

H. A. SAUNDERS, LTD.

AUSTIN DISTRIBUTORS.

AUSTIN 3-ton FG chassis-cab, petrol or diesel, fitted
with 1,075 c.c. Luton bodies, available for immediate
delivery.

AUSTIN S200 FG 30-cwt. chassis-cab, petrol or diesel,
with 600 c.c. Luton bodies, available for immediate
delivery.

AUSTIN S200 FG 30-cwt. chassis-cab, diesel, with box-
van body, side and rear roller shutters available.

AUSTIN LD35 30-cwt. chassis, petrol, with 500 c.c.
Luton body, drop well, low-loading tailboard avail-
able.

ALWAYS a large selection of AUSTIN trucks and vans
from 5 cwt. to 5 tons.

H. A. SAUNDERS, LTD.

836 HIGH ROAD, FINCHLEY, N.12.
Hillside 8822, ext. 22.

1960 SEDDON, Leyland engine, overdrive gearbox,
18-ft. boxvan, 15-cwt. tail lift, 9,000 x 20 tyres,
heater, flashers; this is a really first-class machine, wonder-
ful condition, £1,225.

TRADER, late 1958, 4-ton 4D Luton, 1,100 cu. ft.,
walk-in tailboard, £525. Cop 4777 or 4713.

1958 5-ton diesel B.M.C. fitted with 21-ft. 1,800-
cu.-ft. Luton-type body, first-class mechanical
condition, £600.

HAMBERS ENGINEERING, Western Turville, Ayles-
bury. Stoke Mandeville 2282.

DECEMBER, 1957, Karrier Bantam 900-cu.-ft. Luton
van, factory reconditioned engine, new batteries,
brakes relined, good tyres, £550.

OAKTHORPE MOTOR CO., North Circular Rd., N.13.
Fox Lane 0161.

BLUEBIRD "bi-bulk" Lutons, ex stock, Morris J2
440 c.c., £702.10s. Unpainted, 2-ton FG S200 diesel,
620 c.c., £1,147, unpainted. Croftons, Bishopsgate 3393.

Miscellaneous Vehicles (contd.)

1957 COMMER TS3, 1,750-cu.-ft. capacity pantechnic,
on low loading, roof lights, excellent order
throughout, one C licence owner, bargain.

1953 BEDFORD pantechnic, 1,600-cu.-ft. capacity
body in first-class order, with all metal body.
£150.
RUSH GREEN MOTORS, Langley, Hitchin, Herts.
Stevenage 174.

900-CU.-FT. 1955 FORD 4 diesel pantechnic, £220.
CHANDLERS MOTORS, LTD., 71 Greenwich South St.,
London, S.E.10. Gre 2033-4.

Luton Vans and Pantechnics Wanted

WANTED, 1951-60 pantechnics from 700 cu. ft. to
1,300 cu. ft. capacity. The best buyers. Try us
night and day. Greenwich 2033. Chandlers Motors, Ltd.
71 Greenwich South St., S.E.10.

MOBILE SHOPS, CANTEENS, ETC.

AUSTIN and Bedford (twin rear) vans, ex-civil defence,
as new condition, all-steel construction, 3rd side
door, windows, cupboards, lockers and racks, etc., ideal
mobile shop or wholesale distribution, price £150. Full
details from: Agricultural Vehicles, 24 Third Acre Rise,
Oxford. Cumner 2359, Depot: Stanton Harcourt Rd.,
Eynsham, Oxon.

1949 GUY coach converted to mobile shop, counter
in Formica, fitted racks and shelves, £325.

1950 LEYLAND PS2 33-seater, interior stripped
ready for conversion, floor at rear, £150. Bedford
E. J. BAKER AND CO. (DORKING), LTD., Farnham
Trading Estate, Farnham, Surrey. Phone, Farnham
4626-7.

SMITH'S Karrier Bantam long-chassis 1960 completely
equipped grocery shop, mileage under 5,000, £1,475
also Commer diesel, 1957, £850, and Karrier Bantam
1960 long chassis, 350 miles only, £1,375. Bedford
Austin, Fordson, Morris used mobile shops and canteens
for all trades. Lawton-Goodman, 135 Cricklewood
Broadway, N.W.2. Gladstone 2226.

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REFUSE collection. One S model BEDFORD fitted
with Eagle Compressor body and Paladin rear bin
hoist, vehicle overhauled and offered for sale in first-class
condition by demonstration by appointment.

RICE ENGINEERING CO., LTD., 27 Coldharbour
Lane, Camberwell, S.E.5.

TWO Yorkshire-type gully emptiers on Karrier chassis,
offers wanted to clear, inspected at 45 Mansfield Rd.,
Alfreton, Derby. Phone 505.

COMMER Karrier road sweeper, as used by municipali-
ties, new brushes fitted, new tyres, ideal for factory
roads, etc., £200.

ARTHUR MARTIN, South St. (next to Eagle Tavern),
Farnham. Phone 8117-2.

REFRIGERATED TRANSPORT

NEW ALBION Claymore demonstrator, 600 cu. ft.
Thermo King refrigerated van body. Sparsholt (Metal
Bodies), Ltd., Southampton 72596-7.

TANK WAGONS

LEYLAND Comet, Albion, Dennis, Dodge, Bedford,
Austin 1,500- and 1,200-gal. spirit tankers and large
stock of tanks, tankers, frameless articulated and inde-
pendent tankers, cargo pumps and compressors,
all types, in stock, available. Bridge Motors (Commercial),
Ltd., Station Garage, Botley, Southampton. Phone,
Botley 2343.

BEDFORD 800-gallon tankers, 2-compartment, £200;
950-gallon QL 4 x 4 with pumping equipment, £280;
2,500-gallon A.E.C. 6 x 6, petrol engine, £650 or £800
with diesel engine.

L. W. VASS, LTD., Amphil, Bedford. Amphil 3255.
915-841

1959 BEDFORD 7-ton, diesel, 1,600 gallons, four
compartments, complete with pump and pipes,
£25 x 20, one owner, C licence.

1959 B.M.C. 7-ton diesel, 1,600 gallons, four com-
partments, with pump and pipes, £25 x 20, one
owner.

1955 A.E.C. Mercury, 2,400 gallons, four compart-
ments, with pump and pipes, one owner, very
clean.

A. E. CONNORTON, LTD., 328 Brixton Rd., S.W.9.
Brixton 7962, Sanderson 7542.

3,600, 2,000 spirit fuel and oil tankers, all avail-
able immediate delivery; articulated or rigid,
fitted new and second-hand 8-, 6- or 4-wheeled chassis
and tanks, or chassis sold separately if required. Tanks,
all sizes, to order.

HATTER BROS., Austin Agents, of Grays. Phone,
Purfleet 5488.

1956 FODEN articulated 3,600 gallon tandem-axle
stainless steel tanker, in really first class
order.

1954 SCAMMELL articulated 3,000 gallon lagged
tanker, in first class order.

1958 B.M.C. articulated 1,500 gallon lagged milk
tanker in excellent order.

ALSA a number of other good tankers in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts.
Stevenage 174.

SCAMMELL tractor, 1948, Meadows engine, perfect
condition, complete with 3,500-gal., 5-compartment
aluminium spirit tank on Carrimore semi-trailer, tandem
axles, 14.00 x 20 tyres, ex petroleum company, £1,250
o.n.o. Monkton Motors, Ltd., Uxbridge, Middx. Phone
35574.

Miscellaneous Vehicles (contd.)

950 GALLON Bedford QL 4 x 4, complete with pump and hose, excellent condition.
MERTON ENGINEERING CO. LTD., Faggs Rd., Feltham, Middx. Phone, Feltham 6208, 3045.
915-354

1959 E.R.F. 4-wheeler, 4LW, 1,080-gal. stainless-steel lagged tank, automatic lubrication, low mileage.
RYLAND GARAGE LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5.
915-503

1951 LEYLAND Octopus, 3,600 gallons fuel oil and spirit tanker, complete with pumps, choice of several.
1956 B.M.C. 1,200-gallon three-compartment spirit tanker with pump.
1951 LEYLAND Comet 1,200-gallon three-compartment spirit tanker.
1950 A.E.C. 3,600-gallon spirit tanker with pump.
H. F. A. DOLMAN, 215 North Rd., Southend-on-Sea, Phone 43262.
915-516

1960 2,000-gallon 3-compartment BEDFORD articulated tanker with Beckmeter delivery gauge, pump and hose, excellent condition, cheap to clear, J. R. Swanston, Colnbrook 2741, Bucks.
915-360

TIPPING LORRIES

HYDRAULIC TIPPING GEARS AND BODIES.

LARGE STOCKS FOR QUICK DELIVERY HELD AT

WELFORD ENGINEERING (OLDBURY), LTD.

HAINES ROAD, TIPTON.

Phone, Tipton 2721.

TRADE INQUIRIES WELCOMED.

916-6141

NEW hydraulic tipper.

DODGE 7-ton 7-yd. all-metal underbody end tipper, drop sides, complete in primer. Kin 6136. Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames.
915-339

1954 ALUMINUM tipper, Perkins P6, large capacity aluminum body about 12 yd., 9.00 x 20 tyres, excellent condition, £360. 1953 Commer, 6 yd., Perkins P6, Eaton 2-speed axle, £280. Ford Thames, 5 yd., petrol engine, £140.

L. W. VASS, LTD., Amptill, Bedford. Amptill 3255.
222-960

1959 November. DODGE 6-wheeler, Boys axle, power steering, Leyland engine, £1,650. 1959 November. Dodge 4-wheeler, long wheelbase, Leyland engine, power steering, £1,125 (for offers). Hannibal Movements, Ltd., 2, Rangoon St., E.C.3. Royal 8568, 7174.
915-6144

FOR sale, two FORD Trader 7-ton diesel-engined tippers, October, 1958, models, in good used condition. Offers to D. Davies and Sons (Transport), Ltd., Llansawel, Llandello.
916-6155

NEW 7-ton Morris diesel short-wheelbase all-steel 6-cu.-yd. drop-side tipper, 5-speed, power steering, 90 x 20, one only for immediate delivery. The Parkside Garage, Ltd., Coventry.
915-9

1953 DENNIS tipper, diesel, 5 yd., 24,000 miles, 2-speed heavy-duty axle, etc., £545.
DODGE 1957 101/BP6 6-ton tipper, 9.00 x 20 tyres, 2-speed heavy-duty axle, etc., £545.

G. H. KENDRICK, LTD., Carters Green, West Bromwich 0778.
915-97

1958 COMMER TS3 7-ton tippers, four available, fitted air brakes, very good condition throughout, at £650 each. Arthur Alsop, Ltd., 406 Chestow Rd., Newport Mon.
915-55

COMMER 1957 TS3 7-ton tipper, £495.
G. H. KENDRICK, LTD., Carters Green, West Bromwich 0778.
915-98

1960, October. Thames Trader 7-ton Edbro tipper, Hydrovac brakes, 9.00 x 20 tyres, in first-class order, £850.
1960 Thames Trader 7-ton Edbro tipper, £750.

1959 B.M.C. 7-ton Telehook tipper, £650.

1959 BEDFORD 7-ton tipper, 300 engine, 2-speed axle, £650.

1960, October. BEDFORD J-type normal-control 7-ton Telehook tipper, low mileage, choice of two, £850 each.

ALSO many other good tippers in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174.
915-390

1958 ATKINSON 8-wheeler, 6LW, bulk body, auto-greaser, latest-type c.a.

1959 ATKINSON 8-wheeler, 6LX, bulk body, requiring little work.

1959 E.R.F. 8-wheeler, 6LW, fibreglass bulk body, auto-greaser, unladen weight 8 tons.

NEW BEDFORD TK 7-ton chassis-cab and gear.

NEW BEDFORD TK 7-ton tipper, steel body.

NEW BEDFORD normal-control 7-ton tipper, steel body.

RYLAND GARAGE LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5.
915-505

ROYAL ASCOT NURSERIES, Kennel Ride, Ascot, Phone 145.

FOR sale, complete unit unused, Bonalack light alloy U-shaped tipping body, 20 ft. long, 2 ft. 6 in. high, 6 ft. 6 in. mean width, 8 in. x 3 in. steel channel sub-frame with Edbro Model 5E.N. twin ram front end tipping assembly, net price £750.
917-6193

1954 BEDFORD S-type, R6, fifth-wheel coupling, £175.

1953 COMMER Q4 Scammell, P6 and 20-ft. drop-side semi-trailer, offers.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457.
915-308

Miscellaneous Vehicles (contd.)

1957 7-ton DODGE diesel tipper, very good condition, £575.
COUNTY OAK SERVICE STATION, LTD., London Rd., Crawley, Sussex. Phone, Crawley 25475-6-7.
916-507

DELIVERY FROM STOCK.

NEW AUSTIN 7-ton 120-in. diesel with Pilot underbody twin-ram 7-yd. all-steel drop-side body, power steering, 5-speed box, 9.00 x 20 tyres, cab shield, calibrated.

L. F. DOVE (C.V.), LTD.

AUSTIN COMMERCIAL DISTRIBUTORS.

98 LOWER ADDISCOMBE ROAD.

CROYDON.

Addiscombe 3131.
915-439

A. SPRINGALL, LTD.

THAMES Trader, 6 cu. yd., 6D, list price.

A. SPRINGALL LTD., Plumstead Common, S.E.18. Woolwain 5313.
915-356

1956 LEYLAND Comet long wheelbase, £750.

1954 DODGE 7-ton short-wheelbase tipper, £375.

1959 COMMER TS3 long-wheelbase tipper, with Unipower third axle, £1,495.

ALWAYS 20 new tippers in stock.

24-HOUR service for Pilot and Edbro tipping gears and spares.

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915-1

Businesses, Premises, Offices, etc., Wanted

HAULAGE business required in Glasgow area if possible. Please reply giving details of A licence (normal user) and vehicles operated. All replies treated in strictest confidence. Box CM1217, care of "The Commercial Motor."

915-6123

WANTED small carriers business in Southampton-Salisbury area, three or four A licences (as considered). Premises and management also of interest. Full particulars to Box CM1414, care of "The Commercial Motor."

915-x5167

Miscellaneous Advertisements (contd.)

SMALL A or B licence business required in Glasgow area, condition of vehicles immaterial. Details to Box CM156, care of "The Commercial Motor."

917-6194

WANTED Haulage Businesses with Ordinary A licences and B licences in any part of the country, or alternatively we are prepared to sell your business for a commission as we have numerous clients on our books.

WILDE AND BENNETT, L. TD.

HADFIELD,
HYDE, CHESHIRE.

Phone, Glossop 2902-3,
AFTER HOURS 2356.

915-321

GARAGE or yard required, London area, suitable for transport, buy or rent. Box CM099, care of "The Commercial Motor."

WANTED to purchase, Transport Business or Vehicles with A licences all weights above 3½-tons upwards, condition of vehicles of no account, as we have replacement vehicles, must be West Midlands. Full particulars to Hall Transport, Ltd., Short Heath, Willenhall, Staffs.

915-541

CONTRACT HIRE

LAND ROVERS and light vans available on contract hire. Apply for terms.

COOMBS COMMERCIALS (GUILDFORD), LTD.,
Fortsmead Rd., Guildford, Surrey. Phone, Guildford 62907.

914-401

CONTRACTS FOR HIRE AND WANTED

KEELING TRANSPORT, LTD., 78 Traffic St., Derby. have Luton vans available for immediate contract hire, 1,300-2,000-cu.-ft. capacity, maximum carrying capacity 5 tons, painted and lettered to customer's requirements, immediate quotations upon receipt of adequate information.

915-6088

REGULAR contract wanted by owner-driver, 3 ton Luton, Midlands or London and South West. Phone, Wellington, Somerset 2358.

917-x5165

CONTRACT required for Thames Trader, steel body tipper, N.W. area preferred. Box CM1413, care of "The Commercial Motor."

915-x8519

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HENDYS FOR FORD.

BRITAIN'S FIRST FORD DEALER.

DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

PERCY HENDY, L. TD.

SOUTHAMPTON 28331 (EIGHT LINES)

722-955

FORK-LIFT TRUCKS

MOBILIFT 1,500-lb.-capacity fork-lifts, single-cylinder air-cooled engines, good working order, £240.

L. W. VASS, L. TD., Amphil, Bedford. Amphil 3255

222-815

We always have for sale at least one Coventry Climax or similar diesel fork-lift truck, 9- or 12-ft. lift, which has been completely overhauled through our organization, repainted manufacturer's colours, test certificate and covered by three months' written guarantee.

PRICES FROM £1,250 EX WORKS

MATHEW BROTHERS.

87 BEDDINGTON LANE, CROYDON, SURREY.

Phone, Tho 3402 (five lines).

222-853

Fork-lift Trucks Wanted

FORK-LIFT trucks urgently wanted!!! All types. Immediate inspection and payment. Speed Electric, Dept. CM, Church St., Basford, Nottingham. Phone 75716.

917-6182

INSURANCE

PAUL CHILDS, LTD., insurance specialists. See our displayed advertisement on page 36.

915-631

MISCELLANEOUS

EX-W.D. spray paint, olive green, 50 gallons £12 10s. also grey lead paint, 15s. a gallon. Phone, Hayes (Middlesex) 0985.

915-132

SECURITY PARKING

WHEN in Liverpool park at Bankview Stationer on Derby Rd., two miles north from the dock tunnel entrance. Phone, Bootle 5474. Weighbridge available capacity 40 tons. Enclosed parking with 24-hour service.

222-864

Miscellaneous Advertisements (contd.)

SIGN WRITING

ON vehicles efficiently carried out at practical pricing.
T. Hopkins, 75 Durning Rd., Upper Norwood, S.E.17.
Gip 7843 (after 2 p.m.). 915-148

SITUATIONS VACANT

A.M.I.E.I. City and Guilds, A.M.I.Mech.E., etc., on "No pass, no fee" terms. Over 90% successes. For details of exams and courses in all branches of auto, diesel, aero, mechanical engineering, etc., write for 148-page handbook, free B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. 222-812

Vauxhall and Bedford salesman required. Write giving fullest particulars to sales director, G.N. Ltd., 300 Balham High Rd., S.W.17. 915-6160

WANTED. Traffic Clerk for haulage firm, state experience and wage required. North East Area. Reply to Box CM134, care of "The Commercial Motor." 915-6151

SENIOR male transport clerk required in London office, must be thoroughly experienced in vehicle costings and transport rates, a knowledge of vehicle licensing procedure is essential, canteen, superannuation scheme, good salary and prospect await the right man. Applications in confidence giving details of age, experience, etc., Box CM1412, care of "The Commercial Motor." 915-6168

TRAFFIC Manager required to take charge of a new office situated in the Glasgow, Lanark, Kilmarnock area to expand existing connections and turn round Lancashire and Midland-based trunk vehicles. Must be fully conversant with all necessary documentation and clearing house procedure. Box CM1415, care of "The Commercial Motor." 915-6229

LEADING firm of trailer manufacturers require experienced salesman with good technical knowledge as assistant to sales director, good salary and prospects for the right man, reside London area. Box CM153, care of "The Commercial Motor." 915-37

Vauxhall-Bedford dealers require two experienced commercial vehicle salesmen with good profit record multi-franchise dealers handling Bedford, Dodge, Ford, Vauxhall, Simca. Write giving full details, Sales Director, Colonial Motors (Southend), Ltd., Hadleigh, Essex. 918-5173

SALESMAN required for public service vehicle specialists. Preference given to experienced and knowledgeable representative but applicants with proved commercial vehicle sales record will be considered—no others need apply. An excellent opportunity for a keen enterprising individual. Good basic salary, commission, expenses and car supplied. Present geographical location immaterial. Full details in confidence to Alf Musley, Ltd., Knightthorpe Rd., Loughborough. 917-6190

ROAD transport manager required by International company for their main London depot. Experience essential of long-distance haulage, C. and D. dock traffic, sub-contracting, labour relations and maintenance control. Age between 30-40, four-figure salary, non-contributory pension. Apply to Box CM154, care of "The Commercial Motor." 915-36

Miscellaneous Advertisements (contd.)

LEADING Northern Commercial Vehicle Distributors seek energetic and intelligent representative for Lancashire. Write, full details to Managing Director's Assistant, Strict confidence observed. Box CM158, care of "The Commercial Motor." 916-6198

A Senior Salesman, who is experienced at negotiating at all levels for the sale of both cars and commercial vehicles and who is seeking advancement in junior executive status, is invited to apply for a promising position in the fleet sales department of expanding Rootes Main Dealers. Applications should be made in writing, giving full details of education, past experience and salary required. Applicants living in London and Essex will be given preference. Write to Managing Director, Ray Powell, Ltd., Eastern Avenue, Ilford. 916-6199

FIRST-CLASS part-time required preferably with Vauxhall-Bedford experience, living accommodation available. Apply in writing, stating salary and experience, to Green Garages, Ltd., 641 Staines Rd., Bedford, Middx. 915-481

CLERK (male) for transport department, civil engineering contractors, age 20-25, good prospects and non-contributory pension scheme. Write or phone Transport Manager for interview, Fitzpatrick and Son (Contractors), Ltd., 455 Old Ford Rd., London, E.3. Adv 2991. 915-32

A FOREMAN MECHANIC IS REQUIRED BY A BRITISH COMPANY

OPERATING IN BRITISH HONDURAS.

Applicants between the ages of 25 and 35 should have had a recognized apprenticeship and sound experience in the repair and maintenance of heavy industrial vehicles and earth-moving equipment including Caterpillars. Possession of a City and Guilds Final Certificate (diesel) or similar qualification would be an advantage.

The appointment is progressive and pensionable; a good salary will be paid together with the usual allowances including free furnished accommodation.

Please write with full particulars to the

PERSONNEL OFFICER,

BOX CM155,

Care of "The Commercial Motor." 915-27

MANAGER to take charge of transport company, 14 vehicles, previous experience with administrative and mechanical knowledge essential. Apply in writing to The Secretary, Cornish Meat Transport, Ltd., Probus, Truro, Cornwall. 915-23

SITUATIONS WANTED

COMMERCIAL Sales Manager, fully experienced all aspects of trade, desires change, Midlands or South. Box CM1511, care of "The Commercial Motor." 915-452

June 30, 1961—THE COMMERCIAL MOTOR 113
(Supplement)

Miscellaneous Advertisements (contd.)

FLEET Transport Foreman-fitter, A.M.I.E.T., seeks change, experience with petrol and diesel, goods and passenger fleets. Box CM1510, care of "The Commercial Motor." 915-43421

STORAGE AND DISTRIBUTION

LENHAM STORAGE CO., LTD., near Maidstone, Kent, Southern England's foremost warehouses, capacity 13 million cu. ft. For storage and daily distribution of all classes of commodities by own covered transport throughout Kent, Surrey, Sussex and Hants. Phone, Lenham 441 (five lines). 222-792

SMALLS distribution in the London area offered by carriers operating covered vans from their North London depot: no storage; area list and rates from W. and J. Fargate, Ltd., 57 Ordinance Hill, London, N.W.8. 915-83999

TENDERS

COUNTY BOROUGH OF BOLTON.

OFFERS INVITED FOR PURCHASE AND IMMEDIATE REMOVAL OF 10 SURPLUS CROSSLEY DOUBLE-DECK OMNIBUSES TYPE 42/3, FUEL-OIL DRIVEN.

Particulars from Transport General Manager, 147 Bradshawgate, Bolton.

Tenders to reach the Town Clerk, Town Hall, Bolton, by July 13, 1961, in plain sealed envelope bearing "Tender for surplus motor omnibuses, etc.", but bearing no name or mark indicating the tender. 915-29

FOR SALE BY TENDER.

1950 KARRIER C.K.3

ALL STEEL REFUSE COLLECTION BODY, PILOT TIPPING GEAR ON 27 x 6 TYRES, TWIN REAR WHEELS, 9-FT. 3-IN. WHEELBASE.

Tenders endorsed "Tenders for Vehicle" on envelope, by July 8, 1961, to:—

W. A. MORRISON,
Chief Public Health Inspector,
Warrington Rural District Council,

41 Wilson Patten Street,

Warrington.

Phone, Warrington 32531.

915-313

(Continued on next page)

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Bowling Green Lane, London, E.C.1

PLEASE INSERT THE FOLLOWING ADVERTISEMENT IN THE NEXT.....ISSUE/S
UNDER THE HEADING OF.....

Rate 11d. per word (minimum 12 words 11/-) • Box Numbers: allow
4 extra words plus 1/- registration fee • Press Time: 10 a.m. Tuesday.

						Min. 11/-
11/11	12/10	13/9	14/8	15/7	16/6	
17/5	18/4	19/3	20/2	21/1	22/-	
22/11	23/10	24/9	25/8	26/7	27/6	
28/5	29/4	30/3	31/2	32/1	33/-	

★ Please use BLOCK letters throughout. Name and address, if to be used in the advertisement, must be included above and paid for.

NAME: _____

ADDRESS: _____

REMITTANCE ENCLOSED FOR...../.....

Remittances should be crossed and made payable to TEMPLE PRESS LIMITED.

SIGNATURE: _____

Miscellaneous Advertisements (contd.)

SOUTHERN ELECTRICITY BOARD
NO. 2 (NEWBURY) SUB-AREA.

TENDERS ARE INVITED FOR THE PURCHASE AND REMOVAL OF THE FOLLOWING:—

- One 1954 FORD 5-cwt. van.
- One 1952 AUSTIN 25-cwt. van with tailboard loader.
- One 1954 AUSTIN 25-cwt. van with tailboard loader.
- One 1954 AUSTIN 25-cwt. van.
- One 1953 MORRIS 30-cwt. lorry.
- One 1953 AUSTIN 3-ton lorry.
- One 1951 MORRIS 3-ton lorry with tailboard loader.
- Three 1953 MORRIS 3-ton lorries.
- Four 1954 AUSTIN 5-ton lorries.
- One 1952 MORRIS 5-ton lorry.
- Two 1953 MORRIS 5-ton lorries.
- Four 15-cwt. 2-wheeled trailers.
- One Ford 10-cwt. van body.
- Miscellaneous vehicle spares: Austin, Ford, Jowett and Chevrolet.
- One Bowser electric petrol pump.

Tender forms, conditions of sales, etc., may be obtained from the Transport Officer, Hambridge Road, Newbury, Berks (Phone, Newbury 1081), and the items for sale may be examined there between 9 a.m. and 4.30 p.m. Monday to Friday inclusive.

Completed tender forms should be submitted to the Sub-Area Secretary, 7 Oxford Rd., Newbury, Berks, to reach him not later than July 8, 1961. 915-113

CITY OF LEICESTER.
PUBLIC CLEANSING DEPARTMENT.

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF:

EIGHT KARRIER TRANSPORT REFUSE COLLECTION VEHICLES.

Further particulars may be obtained from Director of Public Cleansing, Jarvis Street, Leicester, to whom tenders must be submitted not later than first post on Saturday, July 8, 1961, in plain sealed envelopes endorsed "Tender 8 K.C.V." in the top left-hand corner but not bearing any means of identification of the tender.

The lowest or any tender will not necessarily be accepted.

Jarvis Street, Leicester.
June 29, 1961. COLIN CLEGG, Director. 915-25

Be seated by...
RESALL
MASTERFIT

COMMERCIAL VEHICLE SEATING of Quality

CAB SEATS specifically for:

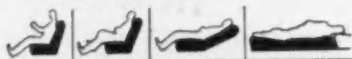
- AUSTIN 102, Driver or Passenger.
- AUSTIN 101, Driver, Special Tipping Passenger.
- AUSTIN A55, Passenger.
- AUSTIN A55, Full Bench Seat or Two Passenger.
- AUSTIN 3 WAY, Old Model, Driver, Passenger.
- AUSTIN 2, 3, 5 TON (up to 1947) Original Bucket Seats.
- AUSTIN A30 and A35, Passenger.
- BEDFORD 15 CWT., Passenger, Tipping.
- BEDFORD 15 CWT., Passenger Two-seater.
- BEDFORD 15 CWT., Car Type Front Seats.
- R.M.C. "LD," Driver, Special Tipping Passenger.
- COMMER 20 CWT., Driver Passenger.
- COMMER EXPRESS 8 CWT., Driver Passenger.
- COMMER COB, Passenger.
- LAND-ROVER, Car Type Front Seats.
- MORRIS J2, Driver or Passenger.
- MORRIS JB, JB, Driver, Special Tipping Passenger.

Note: Rise and fall mechanism is available with single type seats in many cases for larger vehicles.

VAN REAR PASSENGER specifically for:

- AUSTIN 102, Workmen Lengthwise, Tip-up.
- AUSTIN REVEN, Fold-in-floor. No Purchase Tax.
- AUSTIN A30/35 Fold-in-floor. No Purchase Tax.
- AUSTIN A55 (10 CWT.), Floor Top Fitting Two-seater.
- R.M.C. "LD," Type, Workmen Lengthwise, Tip-up.
- BEDFORD 15 CWT., Workmen Lengthwise, Tip-up.
- BEDFORD 15 CWT., Floor Top Fitting Two and Three-seater.
- COMMER COB Series I and II, Fold-in-floor. No Purchase Tax.
- COMMER 4 CWT. EXPRESS, Fold-in-floor. No Purchase Tax.
- MORRIS J2, Workmen Lengthwise, Tip-up.
- MORRIS MINI-MINOR, Fold-in-floor. No Purchase Tax.
- MORRIS 5 CWT., Floor Top Fitting Two-seater.
- STANDARD 6 CWT., Fold-in-floor. No Purchase Tax.
- THAMES 15 CWT., Workmen Lengthwise, Tip-up.
- THAMES 5/7 CWT., Floor Top Fitting Two-seater.

Inquiries are invited for special seats for Body Builders.



RESTALL BROTHERS LIMITED

31-33 FLOODGATE ST., B'HAM 5. Phone VIC 1693, 4410

A62

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 6d. post free. **DIESEL** oil book books. Cost books, etc. Send for descriptive list. **CHARWOOD PUBLISHING CO., LTD.**, Coalville, Leicestershire. 222-809

"MODERN CLEANSING APPLIANCES," by Ashley Taylor. A survey of the municipal cleansing field, with information on its practices and appliances both in Great Britain and abroad. Illustrated, 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

MOTOR VEHICLE MECHANICS' TEXTBOOK (Second Edition), by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Service Mechanics' Works, this book is designed for students entering for the Award of the National Craftsmen's Certificate of Automobile Technology. It deals with many of the mechanical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated, 217 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

THE ROAD TRANSPORT ENGINEER. Edited by G. Mackenzie Junner. This textbook deals with the specialized work of the engineer in the maintenance, repair and overhaul of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation, and embrace insurance, road transport law and management. 196 pages, illustrated, price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

LONDON WHARVES AND DOCKS (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Details facilities offered by the wharves, together with 17 full-page maps showing their positions. A pull-out map indicating the main routes to London's dock area is included. Illustrated, 104 pages, 7s. 6d. net (laminated paper board) and 6s. net (laminated card covers) from booksellers, or 8s. 2d. and 6s. 7d. respectively by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

THE OPERATORS' GUIDE TO THE TRANSPORT ACT, 1953. Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages, 1s. 6d. net from booksellers, or 1s. 8d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

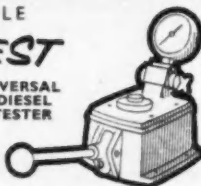
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- 1956 Van 10/12 cwt. £195
- 1955 Van 10/12 cwt. Grey/maroon £175
- 1955 Van 10/12 cwt. Blue £150
- 1955 Van 10/12 cwt. Green £150

FORD

- 1960 Van 5 cwt. £300
- 1959 Van 10/12 cwt. Blue £265
- 1959 Van 7 cwt. £265
- 1959 Van 5 cwt. Two-tone blue £295
- 1960 Van 5 cwt. £260
- 1958 Van 15 cwt. Green £250
- 1960 Van 10/12 cwt. £310

AUSTIN

- 1958 Van 15 cwt. Green/cream £295
- 1959 Van 15 cwt. Black/blue £325
- 1956 Van A.40. Grey £190
- 1959 Van A.35 1-ton. Grey £285
- 1961 Van 5 cwt. £350

OTHER MAKES

- 1959 COMMER 8 cwt. Van £220
- 1957 MORRIS Minor 1000 1-ton Van. Grey £270
- 1956 MORRIS J2 Van. Black £135
- 1957 VOLKSWAGEN 15 cwt. Pick-up. Blue £285
- 1959 BEDFORD Workobus. Heater £395
- 1956 BEDFORD Martin Walter Special Conversion £250
- 1958 MORRIS Oxford Pick-up. Green with tilt £325
- 1957 LAND ROVER 88 Diesel. Green. New tilt £450

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BEDFORD

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- 1958 7-ton LWB Diesel Dropside Truck. Normal control. 2-speed axle £650
- 1958 6-ton LWB Diesel Dropside Truck £395
- 1956 5-ton LWB Diesel Truck. Normal control £350
- 1955 7-ton LWB Petrol Dropside Truck £295
- 1957 5-ton LWB Diesel Platform Truck £295
- 1954 7-ton LWB Petrol Dropside Truck with sack loader £250
- 1958 3-ton Diesel Dropside Truck £445

TIPPERS

BEDFORD

- 1959 7-ton Diesel Tipper. Normal Control. Two-speed axle £750
- 1956 7-ton Diesel Perkins R.6 Tipper £425
- 1955 7-ton Diesel Tipper £375
- 1957 3-ton LWB Tipper (hand gear) £295

OTHER MAKES

- 1958 THAMES Trader 7-ton LWB Diesel Dropside Truck £550
- 1958 FORD 3-ton Diesel Dropside Truck £395
- 1956 FORD 4D 4-ton Diesel. Platform body. 17 ft. 3 in. BAICO extension. £250
- 1955 FORD 4D 4-ton Diesel Platform Truck £175
- 1959 AUSTIN 3-ton Diesel LWB Truck. Fitted Hyd. Tail lift £525
- 1956 AUSTIN 5-ton Diesel LWB Dropside Truck £295
- 1956 AUSTIN 3-ton Diesel LWB Dropside Truck £295
- 1956 AUSTIN 2-3-ton Petrol Chassis Cab. Normal control £225
- 1956 AUSTIN 7-ton Diesel LWB Dropside Truck £375
- 1953 THORNYCROFT Trident 7-ton Diesel. 20 ft. Platform Truck £140
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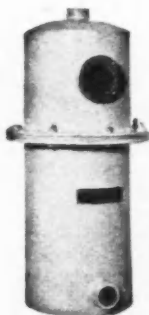
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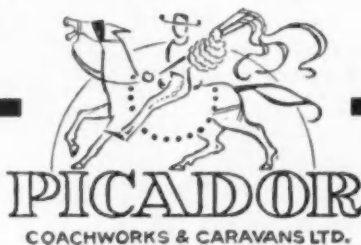
THE ROAD TRANSPORT ENGINEER

Edited by G. Mackenzie Junner

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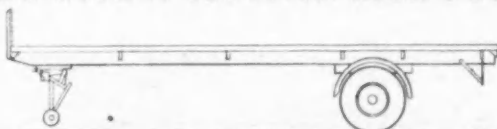
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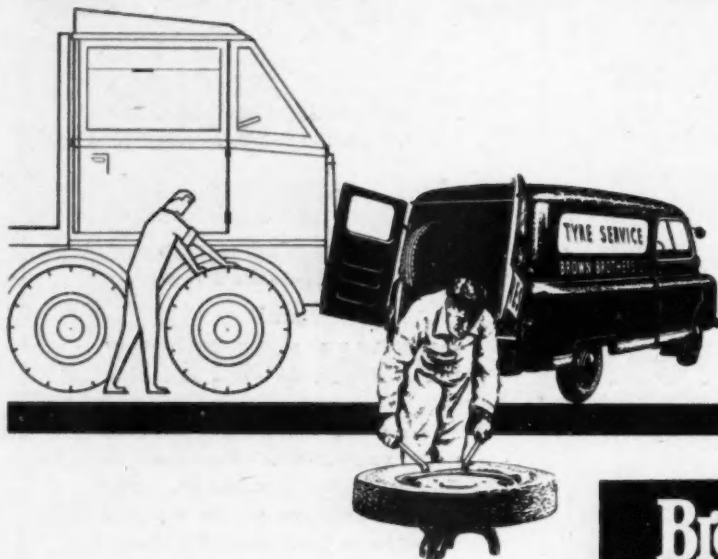
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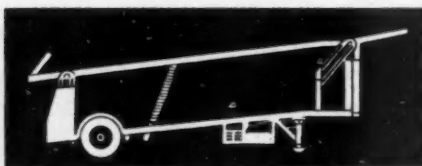
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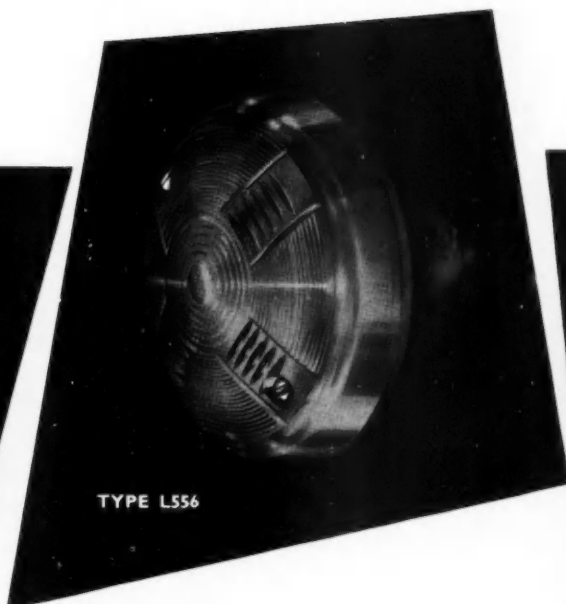
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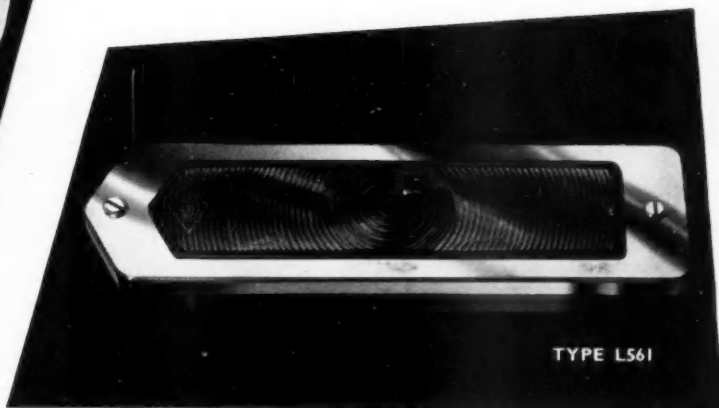


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